



# TO R T H S I D E COMPREHENSIVE PLAN CREATING A FRAMEWORK FOR THE FUTURE



#### ADOPTED BY AIKEN CITY COUNCIL



# PREPARED FOR THE CITY OF AIKEN, SOUTH CAROLINA

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# **Table of Contents**

Index of Maps	
Study Area Map	4
Growth Concept Map	29
Major Thoroughfare Plan	75

Acknowledgements	
Chapter 1: Executive Summary	1
Introduction	•
Role and Purpose of the Plan	
The Planning Area	
Plan Foundations	
Growth Concept Areas	
Glowth Concept Areas	
Chapter 2: Planning Process	8
Overview	9
Research and Analysis	10
Public Participation	
Observator 2 Mary Finally and	40
Chapter 3: Key Findings	12
Overview	
Key Findings	13
Chapter 4: Vision Statement	16
Overview	17
Key Policy Questions	17
Guiding Principles	18
Chamter F. Crewth Consent Plan	22
Chapter 5: Growth Concept Plan	22
Overview	
General Development Policies	
Contiguous Growth	
Nodal Development	
Gateways	
Regional Employment Area	
Enhancement Area	
Rural Areas	
Greenway	
Corridors	
Approved Major Development	51
Chapter 6: Development Building Blocks	52
Overview	
Block Types	
Land Use and Building Types	
Road Types	
Road Types	
Chapter 7: Transportation Improvements	73
Overview	74
Major Thoroughfares	74
Chapter 8: Implementation Approach	78
Overview	
Land Use	
Infrastructure and Community Facility Policies	
Economic Development & Fiscal Impact of Growth	
County Coordination	87
Implementation Oversight	
Conclusion	88
Chapter 9: Glossary & Appendix	89
GlossaryGlossary & Appendix	
Appendix A: Existing Conditions Report	
Appendix B: Public Meeting Report (November 30, 2006)	
Appendix C: Public Meeting Report (March 8, 2007)	V

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# Executive Summary



#### **CHAPTER 1 CONTENTS**

Introduction	_2
Role and Purpose of the Plan	_3
The Planning Area	_3
Plan Foundations	_5
Estimated Growth	5
Community Values	5
Guiding Principles	6
Growth Concept Areas	_7

An executive summary of the Northside Comprehensive Plan. . .

### **Executive Summary**

#### INTRODUCTION

In 2006, the City of Aiken enlisted the assistance of a team of planning consultants to guide a planning process for the northern portion of the City's water and sanitary service area (the Northside Area). This Plan is the culmination of several months of public input and technical research which presents the preferred future vision for The Northside Area. The vision described in the Plan embodies the goals of the area residents, businesses, and the City of Aiken for this part of the County over the next twenty to thirty years. The City took on this project to help guide future development in this portion of the County in a manner that is efficient and promotes and enhances the character many Aiken area residents associate with this community.

This Plan was commissioned by the City of Aiken to provide vision for a potential growth area that currently has no land use plan. At the time this Plan was developed, Aiken County was not officially involved in the process, but with the growth that is happening elsewhere in the community the City found it prudent to prepare a Plan for the Northside to proactively manage growth when it comes to the area, rather than reacting once the growth is happening. It is likely that as growth occurs in the Northside Area that some of this land will become part of the City or be served by City services such as sanitary sewer and water.

While it is impossible to predict the exact future, the current development trends and pressures in the community appear to indicate that the Northside is likely the next frontier for development. Many may want to maintain the Northside as is it, but the reality is that when development pressure comes to an area it is virtually impossible to prevent it and curb it entirely. However, it is very possible to manage growth and guide it into a form that is more compatible with the established and desired character through proactive planning.

Although County officials were not actively involved in the creation of this Plan, many County residents were. The City and the Task Force that helped guide the preparation of this Plan believe this document to be a balanced vision for what the Northside Area should be, and in accordance hope that the

#### A Note On Annexation

The Plan provides recommendations for management of development and natural resources regardless of the jurisdiction, and makes no recommendations either for or against annexation of any part of the Northside Area.

The City cannot forcibly annex land. Under current South Carolina State Law, no property may be annexed without the consent of at least 75% of the property owners owning 75% of the assessed value of the land in a defined petition for annexation. There is no way this Plan would alter this law.

County will view the Plan as a valuable tool when making decisions regarding change in this area. The recommendations in this Plan will require a partnership between the City and County to fully realize the established Vision.

#### ROLE AND PURPOSE OF THE PLAN

The primary role of the Plan is to shape the framework for the future of the physical environment, both natural and manmade in the Northside Area. This Plan is intended to portray an end-state picture for the Northside Area. While a 25-to-30 year planning horizon is used, the principles and Concept Plan are intended to guide development to a finished state. This Plan provides guidance on where and how growth should occur and acts as a framework for decision-making related to annexation requests, and sanitary sewer and water service provision. It is expected that the Plan will be closely monitored and updated when appropriate.

The Plan combines both technical research and community values and aspirations to convey a future vision for the Northside Area. The recommendations within the Plan provide guidance to both the City and County about how the Northside Area should be developed.

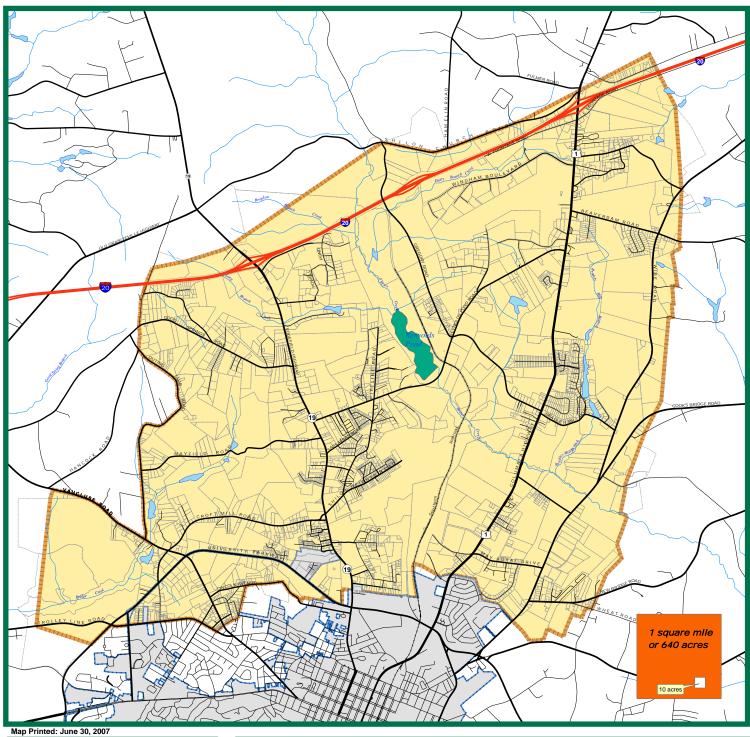
Recommendations within the Implementation Chapter indicate actions that must be taken by both jurisdictions to ensure the vision of this Plan is realized.

#### THE PLANNING AREA

The Northside Planning Area encompasses 33 square miles of the City of Aiken's water and sanitary sewer service area north of the City. The Planning Area includes land from the northern boundary of the City to Shiloh Church Road just beyond Interstate 20. Both the Edgefield Highway (SC Route 19) and Columbia Highway (U.S. Route 1) corridors are in the central portion of the Planning Area which extends east beyond Wire Road and west to Rebel Road and Outing Club Road including the land planned for the Trolley Run Station developments. The Study Area is illustrated on the following page.



# STUDY AREA MAP





Source: MDC, Aiken County GIS. 2006. Information contained in this map is intended for planning purposes only. The City of Aiken and the consultants make no claim or warranty to the accuracy of these maps. Map created by McBride Dale Clarion, February 7, 2007.

scale: 1 in. = 6,000 ft.

1,500 3,000 6,000 Feet



#### Legend

Rivers and Streams

Railroads

City Limits

Lakes & Ponds

Reynolds Pond

Northside Study Area

#### **CHAPTER SUMMARIES**

The Plan is organized into eight chapters including this Executive Summary. The Chapters and a brief description of their content are provided below.

Chapter 2: Planning Process describes the planning process and summarizes the results of the various activities completed during the public participation elements of the Plan.

Chapter 3: Key Findings provides a summary of the existing planning environment of the Northside Area focusing on the key findings related to population, land use, infrastructure, and development potential.

Chapter 4: Vision Statement presents the key findings of the research portion of the planning process and establishes the framework for the recommendations of the Plan based on community values and technical findings.

**Chapter 5:** Growth Concept Plan includes the guidance on where and how growth should occur.

Chapter 6: Development Building Blocks defines and explains the basic components of development in the Northside Area including land use and building types, block types, road types, and development forms. These elements provide greater detail on the recommendations in Chapter 5.

Chapter 7: Transportation Improvements describes the improvements and additions to the Major Thoroughfares in the Northside Area that should be considered to improve connectivity and provide additional capacity as the area grows.

**Chapter 8:** Implementation Approach describes the necessary actions to ensure the Plan comes to fruition.

#### PLAN FOUNDATIONS

The foundations of this Plan lie in both technical research and community values and aspirations. To bring these components together the planning team conducted an inventory and analysis of the existing built and natural conditions affecting the Northside Area and facilitated a series of public participation events that provided insight into the community's expectations for the future of this area. The process was also guided by the Task Force which included members of the community.

#### **Estimated Growth**

On the supply side the assessment of the natural and built conditions of the Northside land indicates that there is available land in excess of 15,000 acres that is either undeveloped or in agricultural uses. Most of that land has moderate access to sewer and water service and a somewhat limited local road network. Portions of the land in the Northside Area are constrained by wetlands and forested land associated with the watershed of the Shaws Creek, which impacts its development suitability. Comparison of the supply of developable land to the potential demand for residential development reveals that there is excess capacity for growth in the Planning Area.

Several growth scenarios were reviewed for the Plan and compared with the capacity for growth. Based on the various growth scenarios examined it is estimated the Northside population could increase by as much as 17,800 persons in 8,300 new homes by 2035<sup>1</sup>. At the lowest densities indicated by trends (I unit per acre) this population expansion would require approximately 9,800 acres of land for new housing. One of the most significant findings was indication of increased growth pressure in the Northside Area with an excess capacity of land. The question that arose from this finding was: *Where and how will that growth occur?* In conjunction with the community values, this question is a major driver for the structure and recommendations of the Plan.

#### Community Values

The community values were identified through a series of Task Force meetings that included visioning and issue identification activities as well as the initial public participation meeting which asked the public to identify strong and weak places and general ideas for the future of the Northside Area. The community values resulted in a series of twelve guiding principles that really begin to identify where and how growth should occur.

<sup>&</sup>lt;sup>1</sup> This calculation assumes the Northside captures 80% of the estimated urban growth in the City of Aiken region by 2035. Applying average household sizes translates the population into housing unit demand.

# Community Values Public Meeting Findings

The following are the ideas for the future reported by the public at the first meeting on November 30, 2006, which were utilized to form the Guiding Principles.

- Protect green space and rural character of the area
- Provide convenient retail uses
- Concentrate business near I-20
- Improve Highway 19 Corridor and the appearance of all roads
- Carefully plan new residential areas (Summer Lakes is a good example)
- Protect the Shaws Creek watershed area
- Provide better regulatory tools
- Don't change anything
- Improve and enhance established areas
- Protect the water supply
- Provide infrastructure improvements concurrent with development
- Expand recreation opportunities

#### **Guiding Principles**

The key findings from the first public meeting are presented in the sidebar to the left. The guiding principles derived from the assessment and the community values are presented below. These principles are reiterated and expanded upon in Chapter 4.

- The physical character of the area—especially at gateway locations (interchanges) and major corridors—will be of a high design quality.
- 2. Public areas—especially roads and rights-of-way—will be maintained with a high level of functionality and design quality.
- Key natural resources—especially water quality—will be protected.
- 4. Key historic and cultural resources—like historic family farms and rural landscapes—will be protected and enhanced.
- Village-like mixed-use nodes will be the preferred pattern of development.
- 6. Residential development will be in the form of neighborhoods that offer a range of housing choices.
- 7. Existing residential areas will be stabilized and enhanced.
- 8. Roadway connectivity will be improved—including but not limited to new east-west connector routes.
- A range of transportation choices will be considered in new development, including cars, bikes, pedestrians, and public transportation to connect people to places.
- Open space—some with recreational opportunities—will be provided.
- 11. Key locations for economic development opportunities will be identified and enhanced.
- 12. Development will be focused on areas that possess adequate infrastructure.

Figure 1

Determining Appropriate Land

Uses

 Located site on Growth Concept Area Map. (see page 29)



Refer to Growth
 Concept Matrix to
 determine appropriate
 Block Types.
 (see page 30)



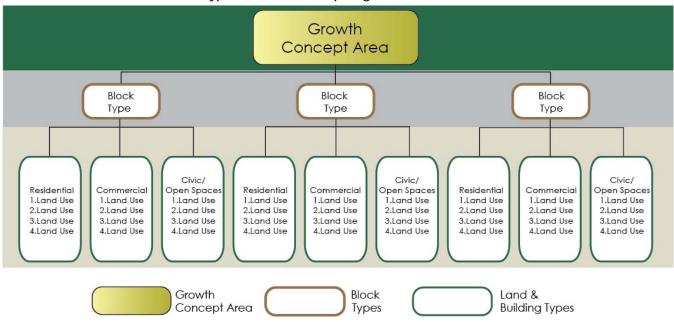
Select a listed Block
 Type and check for appropriate mix of Land Uses.
 (see pages 54-71)

#### **GROWTH CONCEPT AREAS**

From these guiding principles, a series of growth concept areas were created to identify the general locations and characteristics for growth. On the following pages the Growth Concept Areas Map and Development Concepts Matrix provide an overview of the land use portion of the Plan. The Growth Concepts work in concert with the Development Building Blocks to guide the City, County and private developers toward the vision of this Plan.

The Growth Concept Areas provide the broadest recommendations and indicate generally where in Northside growth should occur. The Growth Concept Areas also indicate the desired character for growth without indicating specifically where individual land uses should be located. Each Growth Concept has a recommendation of which development forms or block types are appropriate. The Block Types are further explained in the Development Building Block chapter and describe the preferred way of subdividing land and organizing lots and roads within a Growth Concept Area. Each Block Type has a series of appropriate land uses. The intent of this structure is to allow flexibility in where individual land uses occur while still maintaining serviceable densities and appropriate character in the Northside Area. The flow chart to the left illustrates the process for determining the appropriate land uses in the Northside. The Growth Concept Organizational Chart provides an example of how the Plan structure works.

Figure 2:
Typical Growth Concept Organizational Chart





# Planning Process



#### **CHAPTER 2 CONTENTS**

Overview	11
Research and Analysis	10
Public Participation	10
Task Force	10
Public Meeting 1	10
Public Meeting 2	11
Public Meeting 3	

The Planning Process is the approach and steps in the creation of this Plan and summarizes the results of the various activities completed during the public participation elements of the Plan.

## **Planning Process**

#### **OVERVIEW**

Completion of this Plan took place over a period of a year and involved planning consultants, a Task Force of City and Planning Area residents, City Planning staff, and all the citizens and residents who attended the various public meetings and workshops.

The consultants employed a flexible yet systematic approach to the Plan that combined public input with professional technical research and analysis. This process provides a strong foundation for the recommendations of this Plan. The process included a four-month research and analysis period during which the relevant physical and statistical data were collected and analyzed and several public meetings were held to solicit input from the residents of the Planning Area and Greater Aiken Area.



During one of the many Task Force meetings members discussed the appropriate locations for growth and what the character of those areas should be. Aerial photographs were used to illustrate the current conditions of portions of the Northside Area.



#### RESEARCH AND ANALYSIS

McBride Dale Clarion (MDC) in association with ACP-Visioning and Planning, Ltd. (ACP) prepared *The Existing Conditions Analysis* report for the City of Aiken as part of the Northside Area Comprehensive Plan. The report contains a summary of data and maps that synthesize existing physical data for a focused identification of the issues to be addressed in the final recommendations of the Plan. The demographic characteristics, geography, parcel configuration, access, existing land use patterns, and service availability all play important roles in planning for future development and growth in the Northside Area. These summaries and assessments establish a framework for the final recommendations of the Plan. This document is included as an Appendix A.

#### PUBLIC PARTICIPATION

A key component to the planning process was the input from the public. Over the course of the Plan's development, seven (7) Task Force meetings were held that were open to the public. In addition to these regular meetings, three additional events were held to gather input from the public on the direction of the Plan. The findings from these events are summarized under Key Findings below.

#### Task Force

The citizen-based Task Force included thirteen (13) members appointed by the City Council. This group included residents of the Planning Area, City of Aiken, and representatives of various committees and boards in the community. The Task Force served as a review committee for the various elements of the Plan and presented a recommended draft of the completed Plan to the City's Planning Commission. Seven (7) meetings were held from October 2006 to July 2007 where the Task Force reviewed various portions of the Plan and made recommendations to the consultants.

#### Public Meeting 1

The first public meeting was held on November 30<sup>th</sup>, 2006 at the Shrine Club on U.S. Route I from 7:00-9:00 p.m. Nearly 200 people attended the work session which included a series of activities that were conducted in twenty-two (22) groups. The meeting opened with a welcome from the Task Force and an introduction of the purpose of the project. The activities carried out at the meeting included brainstorming of ideas for the future and a mapping activity that allowed each workgroup to locate the strong and weak places in the Planning Area. Each group selected a person to report the individual group's results to the whole group. The full results of this meeting can be found in the Appendix B.

#### Public Meeting 2

The second public meeting was held on March 8<sup>th</sup>, 2007 at the Shrine Club. Over sixty people attended this open house-style meeting to review the draft Concept Area Map and Development Concept Matrix. A brief presentation was provided explaining the process and findings of the work leading up to the Draft Concepts. Participants were asked to review the material and provide comments on the draft principles, the draft Concept Area Map, and the intent for each area from the Growth Concept Matrix. The input from this meeting provided guidance to the consultants and the Task Force, and indicated that the Plan was generally moving in the right direction. The full results from this meeting can be found in Appendix C.

#### Public Meeting 3

The third and final public meeting was held on August 27, 2007 and provided the Task Force and City Officials and opportunity to present the final draft plan to the public and gather feedback before putting the plan through the formal adoption process with the Planning Commission and City Council. Over forty people attended this open house-style meeting to review the draft of the completed Plan document.



# Key Findings



#### **CHAPTER 3 CONTENTS**

Overview 13
Key Findings 13

Key Findings is a summary of the existing planning environment in the Northside Area focusing on the influential information related to population, land use, infrastructure, and development potential...



## **Key Findings**

#### **OVERVIEW**

One of the primary steps in the planning process is the research and analysis of relevant existing conditions that impact the planning environment. Below are the key findings of the **Existing Conditions Report**. This report and full support for these findings can be found in the **Appendix A**. The information is presented through data and maps that synthesize existing physical data for a focused identification of the issues to be addressed through policies and recommendations in this Plan. The demographic characteristics, geography, parcel configuration, access, existing land use patterns, and service availability all play important roles in planning for future development and growth in the Northside Area.

#### **KEY FINDINGS**

The following are the key findings of the analysis of the physical and policy-related factors influencing the future of the Northside Area.

#### 1. Demand for Growth

Although historically the north side of the Aiken City area has not experience the growth that the south side has, developments such as Trolley Run Station point towards expanded demand for residential development in this part of the County. Based on forecasted historic trends in the region, if the Northside Area begins capturing a greater percentage of the regional growth, it is estimated that there will be demand for between 3,200 and 8,300 new housing units in this area by 2030.

#### 2. Excess Capacity for Growth

A detailed analysis of the land in the Northside Area indicates the existing land use, parcel size and natural/geological characteristics of the land offer approximately 15,300 acres of land available for new homes and businesses<sup>2</sup>. At the very lowest density (one unit per acre), the 8,300 new units estimated would require about 9,800 acres of land<sup>3</sup>. If these units were built at more efficient and compact densities close to

<sup>&</sup>lt;sup>2</sup> The 15,300 acres of land area is equal to the undeveloped land and land which has been subdivided but not yet built including the land in the Trolley Run Station development.

<sup>&</sup>lt;sup>3</sup> This land demand scenario assumes that the 8,300 units would be built on one acre lots, with an additional 15% of that total land area needed for new roads to equal the 9,800 acres.

existing services, they could easily be accommodated on fewer acres. Even if the homes were built at a low density there is adequate land in the Northside Area to accommodate growth for the next 20-30 years.

#### 3. Diverse Existing Population

The people who currently live in the Northside Area have diverse backgrounds. The area has a slightly higher concentration of householders over 65 years of age than the City of Aiken or the County as a whole. Also, the population in the Northside Area is a majority African-American. Additionally, there is a mix of long-time residents and those who have only recently located here. It is important that the needs of the diverse population are reflected in the recommendations of this Plan.

#### 4. Good Regional Access

The accessibility to the Airport and location of two Interstate 20 interchanges in the Northside Area provide good regional access that ties the Greater Aiken Community to the region. With a key location between Columbia and Augusta, the Northside Area presents opportunities for economic growth based on employment sectors that can benefit from this access.

#### 5. Moderate Natural Constraints

Soil conditions in the area pose one of the greatest natural constraints to development. The area has extensive amounts of heavy clay and loose sands making on-site sewage treatment challenging. Rapid percolation rates make on-site well water withdraw a potential challenge due to potential contamination. The Shaws Creek watershed area and associated wetlands are sensitive areas which provide natural habitat for wildlife and are the source of much of the community's drinking water. Natural soil conditions and the location of the wetlands also pose some constraint to the development of east-west roads in the central portions of the Northside Area. Although natural constraints to development appear moderate, they will likely influence the location of future development and if ignored or abused could lead to a reduced quality of life in the community.

#### 6. Limited Local Road Network

The current rural/undeveloped character of the Northside Area is no more evident than in the limited local road networks. Many of the local roads are unpaved, and there are few east-west connectors in the area. Aside from the major arterials, there are few alternative routes existing to help move traffic as development increases.

#### 7. Good Existing Waterline Capacity

The existing potable water infrastructure, the main lines which are in place, has adequate capacity to serve additional development in the Northside Area. While the existing lines do not traverse the whole area, the location of existing mains does make it feasible to tie in local lines to serve growth, especially if development occurs in a coordinated manner that grows outward from existing service lines.

#### 8. Limited City Water Treatment and Supply

While there is adequate capacity in the waterlines in this area, the supply of water is limited by the current withdraw quantities and treatment capacity of the existing City water system. Well water can be withdrawn in the area, but in order to promote more intense development on City water services, additional withdraw and treatment capacity would be needed.

#### 9. Good Sanitary Sewer Infrastructure and Capacity

The capacities in both the main sewer lines and the sanitary sewer treatment facility are adequate to accommodate growth in the Northside Area. The treatment plant has an excess daily capacity of 5-6 million gallons per day since the closing of the Avondale Mill; however, recent redevelopment has utilized a portion of this capacity. Sanitary sewer lines run northward in the central portion of the Northside Area. If development is coordinated to grow outward from the City and these lines, it is feasible that sanitary sewer can be provided to future development in the Northside.



# Vision Statement



#### **CHAPTER 4 CONTENTS**

Overview	17
Key Policy Questions	17
Guiding Principles	18

The Vision Statement establishes the framework for the policy recommendations of the Plan based on community values and technical findings. . .



#### **Vision Statement**

#### **OVERVIEW**

After the initial analysis of the existing conditions, the public provided input on what they felt were the important topics in the Northside Area. Although there were diverse opinions, some of the general themes derived from this exercise helped frame the key policy questions that need to be addressed in the recommendations of the Plan. The Guiding Principles attempt to establish the framework for each of these topical issues.

#### **KEY POLICY QUESTIONS**

The key policy questions which framed the development of this Plan were:

- I. If growth is coming to the Northside Area and there is an adequate supply of land to accommodate the growth but no existing regulations to effectively manage it, how should the Plan designate future land uses?
- 2. Should the Plan include policies to stimulate growth or simply be prepared to address growth with it occurs?
- 3. How should this Plan capitalize on the regional access locations to promote economic development in the Northside Area?
- 4. How should this Plan address natural resources?
- 5. How should this Plan address the provision of public services (water, sewer, roads) in the Northside Area?
- 6. What is the general vision for the future of this area?
- 7. What are the strong places in the Northside Area?
- 8. What are the weak places in the Northside Area?

The Guiding Principles for this Plan are derived from the direction provided by the Task Force and the general public on the key policy questions. The Guiding Principles have been approved by the Task Force and reviewed and commented on by the public. The Principles are "statements of intent" that describe in words how the physical environment—both natural and manmade—should be treated in the future. They address the issues of where future growth should occur as well as how it should occur. Twelve Principles

emerged out of the input gathered during the first public meeting, and from the analysis of the existing conditions.

#### **GUIDING PRINCIPLES**

1. The physical character of the area—especially at gateway locations (interchanges) and major corridors—will be of a high design quality.

The visual appearance of the Northside Area speaks to the quality and character of the whole Greater Aiken Community. The two major gateways to the community from the region are located at the Interstate-20 interchanges with U.S. Route I and State Route I9 and the properties along these corridors are the most visible portions of the Northside. This Principle indicates the importance of maintaining an attractive and aesthetically pleasing appearance in the area through high-quality design and protection of valued community assets based on high-quality construction and protection of scenic views or natural resources. This Principle can be accomplished through policies that guide the quality and character of development, identify and protect valuable visual resources, and improve the design of public spaces.

2. Public areas—especially roads and rights-of-way—will be maintained with a high level of functionality and design quality.

The appearance and functionality of public areas goes hand-in-hand with the quality of private development. By designing public spaces at a high quality and maintaining them, the City and County can lead by example and act as a catalyst to improvements in the community. This Principle can be accomplished through policies that promote proper access management, set priorities for improvements to unpaved roads in the area, and establish standards for road widening and development of new facilities.

3. Key natural resources—especially water quality—will be protected.

Protection of key natural resources—especially water quality—was a very high-level concern for both the Task Force and the community participants. Protection of resources can improve quality of life and maintain open spaces that are beneficial to residents and wildlife alike. This Principle can be accomplished through policies that identify appropriate measures to protect valued resources and establish development standards that require maintenance of various resources.

# 4. Key historic and cultural resources—like historic family farms and rural landscapes—will be protected and enhanced.

Historic and cultural resources were viewed by the participants in the planning process as valuable amenities in the community. Although some identification has been done at the County level, a good inventory of existing historic and cultural resources was not available. Generally, the rural character of much of the area is viewed by some as a cultural identifier to the community. New historic and cultural resources may be identified at any time by a number of methods. This Principle can be accomplished through policies that continue to identify potential resources and establish methods for acquiring and protecting them while making them accessible to the public to enhance their cultural value. The rural character can be protected through policies that encourage efficient growth patterns that strategically locate growth at densities that allow the preservation of open space, farms, and rural areas.

# 5. Village-like, mixed-use nodes will be the preferred pattern of development.

The Task Force and public indicated a desire to avoid a sprawling suburbanization and loss of the rural character of the Northside Area. Without a plan in place to designate areas appropriate for growth, a suburbanization and a loss of rural character is the likely outcome as the growth pressure in the region begins to transfer to the Northside. This Principle establishes a goal of accommodating growth in villages with higher intensities in some areas while preserving others in a rural undeveloped status. This Principle can be achieved through policies that identify appropriate locations for mixed-use nodes, and a balanced mix of uses.

# **6.** Residential development will be in the form of neighborhoods that offer a range of housing choices.

Housing demand has changed over the last decade and the demand for large single-family homes occupied by families of four (once the highest housing demand) are now in equal demand to condominiums and smaller homes or apartments for singles and empty-nesters. However, much of the housing stock available is single-family homes. This Principle indicates a goal of having balanced neighborhoods with a variety of residential types to meet the contemporary demand for housing. It is also important to think of creating complete neighborhoods rather than just subdivisions; this can be achieved

through changes to land development regulations and policies that indicate a mixture of housing types are required.

#### 7. Existing residential areas will be stabilized and enhanced.

There are several existing areas of residential development within the Northside Planning Area. As development in other areas of the Northside occurs, it will be important to find ways to integrate existing neighborhoods and provide public and private improvements in these areas to ensure they provide safe and affordable places to live. Stabilization and enhancement of existing residential areas can be accomplished through policies that establish programs for home improvements, establish and enforce property maintenance, improve roadways, and identify appropriate locations and uses for infill within these areas.

8. Roadway connectivity will be improved including but not limited to new east-west connector routes.

The Northside is currently relatively rural in character. The primary transportation routes include a limited network of roadways with U.S. Route I and State Route I9 serving as the principal roadways both traversing the area north to south. The east-west connections are more limited. This Principle can be accomplished by policies that identify appropriate locations for new roadways and focus on east-west routes. Policies that encourage complete and interconnected networks will also assist in the achievement of this Principle by providing alternative transportation routes in the Northside.

9. A range of transportation choices will be considered in new development, including cars, bikes, walking, and public transportation to connect people to places.

A part of creating a complete community is the inclusion of transportation choices by incorporating various transportation options into development plans. The Northside Area will provide opportunities to residents who either need to use other modes of transportation or prefer to do so for recreational purposes. This Principle can be accomplished through policies that require the construction of sidewalks and paths in new developments and identify densities that make public transportation an option in areas.

#### Open space—some with recreational opportunities—will be provided.

The protection of open space and provision of recreational opportunities greatly contributes to the character of the area as well as improving quality of life. Policies to actively identify and protect open spaces and acquire land for recreational uses will help to achieve this Principle.

# I. Key locations for economic development opportunities will be identified and enhanced.

With primary regional access and established industrial development in the area, the Northside presents possible economic development opportunities. The Principle can be achieved through policies that encourage marketing and service provision to key properties to support job-producing uses.

# 12. Development will be focused on areas that possess adequate infrastructure.

Water and sanitary sewer lines stretch along State Route 19 and U.S. Route 1 providing opportunities to tie new development into this infrastructure. Policies that indicate when and how services will be expanded in coordination with growth in the Northside will assist in the achievement of this Principle.



# Growth Concept Plan



#### **CHAPTER 5 CONTENTS**

Overview	23
General Development Policies	24
Contiguous Growth	31
Nodal Development	34
Gateways	38
Regional Employment Area	41
Enhancement Area	44
Rural Areas	46
Greenway	48
Corridors	49
Approved Major Development	51

The Growth Concept Plan includes the general development policies and the guidance on where and how growth should occur. . .



# Figure 4: Determining Appropriate Land Uses

 Located site on Growth Concept Area Map. (see page 29).



Refer to Growth
 Concept Matrix to
 determine appropriate
 Block Types.
 (see page 30)



Select a listed Block
 Type and check for
 appropriate mix of Land
 Uses.
 (see page 54-71)

## **Growth Concept Plan**

#### **OVERVIEW**

The Growth Concept Areas are broad general planning areas. While a vision or purpose for each area has been established, the detailed parcel-level land use is not specified for the land in the Northside Area. These Concept Areas have been designated to address the Guiding Principles established by the community. The Concept Matrix and the Growth Concept Map present the overview and geography associated with this Plan. The Concept Areas are expanded in more detail in the following sections including specific strategic recommendations to achieve the Statement of Intent for each Concept. The composition for each Concept Area is based on the **Building Blocks** that are detailed in the following Chapter which explain in more detail the components that will contribute to the built character of the Northside Area in the future. Each Concept Area has a series of Block Types which are appropriate, and each Block Type has land use and building types which are appropriate. So while this not a parcel-specific map, the appropriate land uses and configurations for each Concept Area can be determined from the information within this Plan. This way the development of the Northside Area can remain flexible and respond to development-timing and market conditions while effectively guiding growth to achieve the proper densities and character. The diagrams to the left and below illustrate the hierarchy of the structure of the Growth Concept Areas, Block Types, and Land Uses.

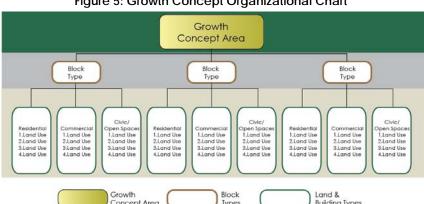


Figure 5: Growth Concept Organizational Chart

Each of the Concept Areas includes a description of the location, land area, existing land uses, amount of developable land, the statement of intent for the area, strategies for development, appropriate Block Types, and Land Use & Building Types. Examples of these concepts are shown through prototypical site plans and images. There are two types of Concept Areas:

- the base Concept Areas, which represent most of the concept areas, designate the future character for general areas and indicate the appropriate form of development as well as the land uses and include:
  - a. Contiguous Growth
  - b. Nodal Growth
  - c. Gateways
  - d. Regional Employment Area
  - e. Enhancement Area, and
  - f. Rural Areas
- the Corridor overlay concept areas which focus more on urban design, landscaping, and other features to portray a specific image along the primary corridors into the community.

#### GENERAL DEVELOPMENT POLICIES

The following general development policies were created to help guide development decisions in the Northside Area. The policies generally apply to the whole area or provide general guidance to the development of more specific policies in the following categories:

#### Design Quality

- Prepare and enforce design standards to promote a high-quality built environment at the entryways to the community.
- **DQ-2.** Eliminate the off-site signage and billboards that contribute to the cluttered appearance in these areas.
- **DQ-3.** Improve streetscaping in the public rights-of-way.
- Improve on-site landscaping through development regulations and approval process.
- **DQ-5.** Improve the maintenance of the rights-of-way to lead by example in the quality of the built environment.
- **DQ-6.** Set an example by creating public areas and facilities that exhibit quality design characteristics.

#### Natural Resources

- **NR-1.** Identify key natural resources such as wetlands, watersheds, forested areas, and sensitive soils.
- **NR-2.** Identify appropriate measures to protect the key natural resources.
- NR-3. Identify key locations with natural resources which are publicly owned.

- NR-4. Identify and assess methods to protect the watershed of Shaws Creek from contamination related to run-off and development practices.
- **NR-5.** Establish and enforce development standards that require the maintenance of existing mature and healthy trees.

#### Historic and Cultural Resources

- **HC-1.** Key historic and cultural resources—like historic family farms and rural landscapes—will be protected and enhanced.
- **HG-2.** Identify historic and cultural resources to protect them during development review.
- **HG-3.** Acquire and protect historic and cultural resources that are important to the community.
- **HG-4.** Provide public access to publicly owned sites or resources to enhance cultural resources.

#### Land Use and Development Pattern

- LU-1. Identify appropriate locations in the Northside Area where village-like mixed-use nodes are appropriate.
- **LU-2.** Modify development regulations to allow and promote mixed-use nodes.
- **LU-3.** Use potable water and sanitary sewer service provision to direct growth into approved node locations.
- **LU-4.** Attract neighborhood-scale commercial establishments to proved services to current and future residents.
- **LU-5.** Educate public on the benefits of village-like mixed-use developments
- **LU-6.** Residential development will be in the form of neighborhoods that offer a range of housing choices.
- LU-7. Create development standards that require interconnection of local streets and discourage overuse of isolated cul-de-sac subdivisions.
- **LU-8.** Establish development standards and incentives that allow for a mix of housing types within one area including low-density multi-family, two-family and single-family detached homes within a unified development.
- LU-9. Create neighborhoods with houses of different sizes and styles that accommodate a diverse population.

#### Existing Neighborhoods

- **EN-1.** Create and enforce property maintenance standards.
- **EN-2.** Identify areas where existing residential structures are substandard and identify strategies for improvements, including identification of resources for homeowners to make improvements.
- **EN-3.** Eliminate the storage of junk vehicles, deteriorated and obsolete mobile homes, and other outdoor storage in highly visible locations.

- **EN-4.** Identify programs or activities to promote community pride.
- **EN-5.** Identify resources that provide funding for current residents to make improvements to properties in the Northside Area.
- **EN-6.** Improve the roadways, sidewalks and other public amenities such as parks within existing neighborhoods.
- **EN-7.** Identify potential infill locations for commercial and service related establishments to bring these uses closer to the residents.
- **EN-8.** Promote infill and improvements to existing structures in the Northside Area to stabilize existing neighborhoods.

#### Transportation and Roads

- Establish and enforce proper access management and planning to maintain adequate safety and levels-of-service on thoroughfares.
- **TR-2.** Determine and enforce proper access management and access planning to maintain adequate safety and levels-of-service on the thoroughfares.
- **TR-3.** Set priorities for improvements to unpaved roads throughout the Northside Area.
- **TR-4.** Improve thoroughfares by widening and development of new facilities in coordination with growth in the area to ensure adequate levels of service can be maintained as the traffic on the thoroughfares increases.
- **TR-5.** Rights-of-way and easements for concept roads should be obtained during the development approval process.
- **TR-6.** When only a portion of concept roads are constructed during a specific development process, stub streets should be employed to allow future adjacent developments to continue the thoroughfare.
- TR-7. Through streets should be encouraged even at the most local level to create an interconnected network. Local streets should be designed in an interconnected network to link into the Collectors and Minor Arterials in a hierarchy that helps manage traffic. Through the use of hierarchy and interconnected roadways, the network should establish alternative routes to alleviate congestion in the Northside Area.
- TR-8. On all roadways in urbanized and growing areas, a complete roadway which includes vehicular traffic lanes, sidewalks or paths and planting areas should be designed to accommodate pedestrian travel and enhance the quality of the built environment.
- TR-9. The Road Types described in the Building Blocks Chapter should be used to guide the character of various roadways in the Northside Area and reinforce the urban or rural character of the area.
- TR-10. Future studies should be completed for Highway 19 and University Parkway to determine if widening is warranted due to inadequate levels-of-service. The studies should also

- examine the impact growth in the Northside Area will have on these thoroughfares.
- **TR-11.** Maintenance and improvements to existing roadways should be considered to lead by example in the upkeep and maintenance of the Northside Area.
- **TR-12.** Identify locations for new major thoroughfares to provide new east-west connectors.
- **TR-13.** Identify locations restricted by natural resources where roads will not be feasible.
- **TR-14.** Identify locations where existing major thoroughfares could be improved by widening or realignment.
- **TR-15.** Establish development standards that require stub streets in subdivisions to allow tie-ins to future development of adjacent land.
- TR-16. Create a frequently interconnected and complete road network with a system of thoroughfare levels to promote multiple and alternative routes to alleviate congestion associated with growth.
- **TR-17.** Establish a connected network of walking and biking trails and sidewalks in new neighborhoods that connect to a larger area network.
- **TR-18.** Encourage higher-density development in appropriate places to make alternative forms of transportation, such as buses, a feasible option.

#### Open Space and Recreation

- **OR-1.** Continue process to identify and obtain appropriate areas for parks, recreational facilities, and open spaces.
- Preserve natural areas as passive open spaces with trails that connect into a larger area.
- **OR-3.** Establish development standards that require open space within subdivisions and neighborhoods to ensure open space is available on a local scale.

#### **Economic Development**

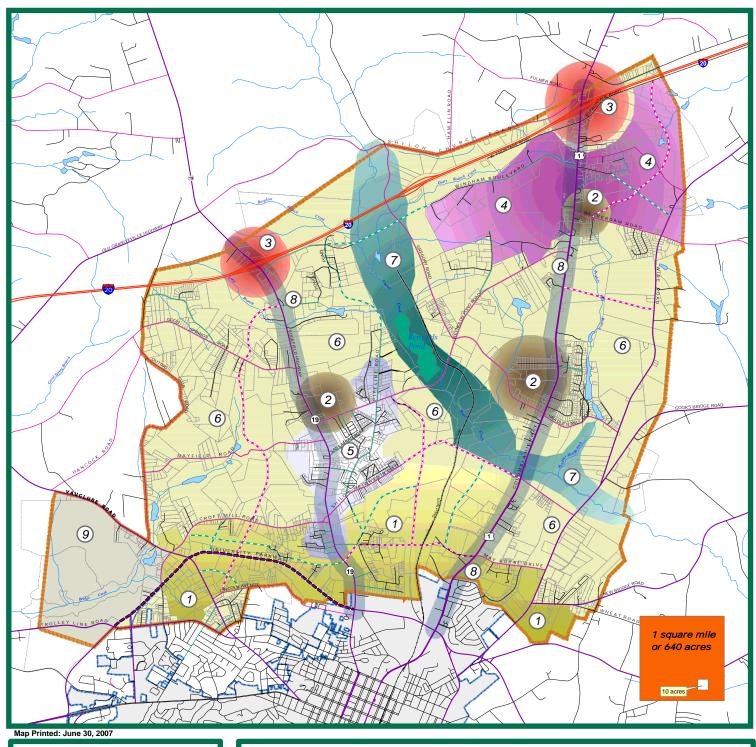
- Identify parcels near the Airport which are available for development or redevelopment with employment-producing uses.
- Reserve high-visibility locations, especially near the I-20/US I interchange, for development of regional-commercial, industrial, and office uses.
- Provide sanitary sewer and water services to areas identified as appropriate for economic development.

#### **Public Facilities**

- **PF-1.** Coordinate the provision of public services with growth.
- **PF-2.** Encourage growth in areas where sewer and water lines can be easily accessed.
- **PF-3.** Determine if service extension policies are consistent with the Guiding Principles and update and modify them as necessary.



# GROWTH CONCEPT MAP



#### DISCLAIMER

Source: MDC, Aiken County GIS. 2006. Information contained in this map is intended for planning purposes only. The City of Aiken and the consultants make no claim or warranty to the accuracy of these maps. Map created by McBride Dale Clarion, February 7, 2007.

scale: 1 in. = 6,000 ft.



#### Legend **Growth Concept Areas** 1 Contiguous Growth Rivers and Streams 2 Nodal Development $\sim$ Railroads Gateway City Limits Regional Employment

Northside Study Area Lakes & Ponds Reynolds Pond

5 Enhancement Rural Areas Greenway 8 Corridors

**Existing Roads Concept Roads** Collector ∠ Local Roads Collector Minor Arterial Minor Arterial **V**→ Widening Major Arterial Limited Access Highway 9 Approved Major Development

# **GROWTH CONCEPT MATRIX**

	Existing	information	Prefered Development Description																									
		Land Area	Developable	Statement of	Block								Land Use & Building Types 6   7   8   9   10   11   12   13   14   15   16   17   18   19   20   21   22   23   24   25   26   27   28   29   30   3															
Concepts	Location	% of Study Area	Land Area	Intent	Types	1	2 3	4	5	6	7 8	9 1	0 11	12 1	3 14	15 1	16 17	18	19 20	21 2	22 23	24	25 26	27 28	29 3	0 31		
1	South central portion of the study area adjacent to the	4.6 square miles/ 2,600	2,253 acres	Focus development in areas near the existing boundary of the city of Aiken to promote effcient growth which can take	Conservation Subdivision	<b>Ø</b>	<b> ⊘</b>		<b></b>											•	<b>y</b>							
Contiguous	existing city boundary.	acres (13%)		advantage of existing water and sanitary sewer facilities and thereby reduce the sprawl in the Northside Area.	Neighborhood		•	<b>8</b>	<b>Ø</b>	<b></b>	8	4		<b>Ø</b>					<b>Ø</b>	<b>Ø</b>		<b>S</b>	<b>S</b>	<b>S</b>	<b>S</b>	<b>Ø</b>		
Growth					Neighborhood Center					@	5	<b>Ø</b>	8	(	<b>8</b>	•	8		<b>Ø</b>	<b>S</b>			<b></b>	€	● ●	5 0		
2	3 key intersections: ✓ Beaverdam Road & U.S. I	1.37 square miles/ 876	492 acres	Focus development at key locations along major corridors to create a more cohesive community through mixed-use villages	Conservation Subdivision	<b>Ø</b>	<b> ⊘</b>	7	<b>Ø</b>			4								-	<b></b>							
Nodal	✓ Gregory Road & U.S. I   ✓ Reynolds Pond Road & SR19	acres (4%)		while capitalizing on existing faciliteis, and ading much needed	Neighborhood		@	8	<b>Ø</b>	<b>Ø</b>	8	4		<b>Ø</b>					∅	<b>Ø</b>		<b>≪</b>	<b> </b>	<b>%</b>	<b>Ø</b>	<b>Ø</b>		
Development				neighborhood-scale commercial.	Neighborhood Center					(	8	<b> ⊘</b>	8	(	<b>y y</b>	(	<b>%</b>		∅	<b>⊘</b>			€	<b></b>	<b> ⊘</b>	8 @		
3	I-20 Interchanges at SR 19 and U.S. I	0.6 square miles/ 384	227 acres	Encourage appropriate urban design, landscaping, signage, and land use at key regional gateways to portray a specific and	Neighborhood Center					@		<b>Ø</b>	8		<b>8</b>	(	8		<b>Ø</b>	<b>S</b>			<b>Ø</b>	<b>S</b>	<b>Ø</b>	8 @		
Gateways		acres		positive image at the main entrances into the community.	Town Center					(		<b>Ø</b>	<b>8</b>		<b>8 8</b> 1	<b>O</b>							<b>S</b>	<b>O</b>	<b>O</b>	<b>9</b>		
		(1.8%)			Special District						<b></b>	-	<b></b>		<b> </b>	<b></b>					<b>Ø</b>	<b>S</b>	<b>V</b>	<b>S</b>	<b>Ø</b>	8		
4	Near I-20 and Columbia Highway (US 1)Includes the	2.96 Square Miles/1,894	1,001 acres	Focus employment-generating uses in prime locations in the planning area to capitalize on regional visibility and accessibility,	Neighborhood			<b>Ø</b>	<b>Ø</b>	<b>Ø</b>				<b>Ø</b>					<b>@</b>	<b>O</b>	+		<b>S</b>	<b>S</b>	<b>S</b>	<b>@</b>		
Regional	Airport	acres (8%)		utilize existing water and sanitary sewer infrastructure and	Neighborhood Center					<b>@</b>		<b></b>			8 8	<b>Q</b>	8		<b>Ø</b>				<b>⊗</b>	<b>O</b>	<b>O</b>			
Employment		(0%)		provide a location for large-scale commercial establishments that meets the regional demand for these uses.	Town Center Special District					<b>@</b>		<b>⊘</b>   <b>⊘</b>		(	8 8 0	<b>∅</b>			<u> </u>				<b>Ø</b>					
	Existing neighborhoods near	1.34 Square	223 acres	Stabilize and enhance existing neighborhoods in the study area;	Conservation Subdivision	<b></b>	<b>⊘</b>		<b>%</b>				<b>Ø</b>			<b>9</b>	<b>S</b>	<b>S</b>	<b>V</b>		<b>*</b>		9   •			)   •		
5	Edgefield Highway (SR 19) Between Williams Lane and	Miles/ 857	.25 acres	.25 del es		and promote maintenance and improvements of public and private property.	Neighborhood	Ŭ		8	<b>o</b>	<b></b>	8			<b></b>					<b>Ø</b>	<b>S</b>		<b></b>	<b>S</b>	<b>8 8</b>	<b></b>	<b>Ø</b>
Enhancement Area	Reynolds Pond Road.	(4%)			Neighborhood Center				(	<b></b>	8	<b></b>	8	<b></b>	<b>y</b>	(	<b>%</b>		<b>Ø</b>	<b>S</b>			<b>%</b>	<b>S</b>	<b>S</b>	<b>y</b>		
6	Throughout western, central and eastern portions of study	17.94 Square Miles/ 11,481	8,495 acres	Encourage efficient growth patterns; develop at appropriate densities where sanitary sewer and water services are not	Conservation															•	<b>8</b>							
Rural Areas	area.	acres (54%)		available; and protect the rural character of portions of the planning area while allowing growth that maintains a rural	Rural	<b></b>	<b>%</b>														<b>8</b>	<b>S</b>	<b>y</b>					
nulai 7 ii odo				appearance.	Conservation Subdivision	<b></b>	<b>%</b>		<b></b>											•	<b>V</b>							
7	Central portion of the study area along Shaws Creek	2.5 Square Miles/ 1,600 acres (7%)	626 acres	Protect the unique and sensitive natural resources, especially water quality; create an interconnected system of green space; and maintain significant areas of forested and open land which	Conservation												ı				8							
Greenways		acres (776)		are important to the identity of the community.	Conservation Subdivision	<b>&amp;</b>	<b>%</b>		<b></b>												8							
8	The right-of-way for U.S. Route	NA	NA	Encourage appropriate urban design, land use, landscaping, and	See Underlying																							
Corridors	I, and SR 19, and I-20.			ignage along the primary corridors to portray a specific and ositive image.	Concept Area																							
9	Southwest portion of the study area (site of future Trolley Run		980 acres	Recognize approved development areas which will accommodate significant amounts of growth in the coming	Neighborhood		•	<b>S</b>	<b>S</b>	<b>%</b>	8			<b></b>					<b>Ø</b>	<b>S</b>		<b>S</b>	<b></b>	<b>8 8</b>	<b>S</b>	<b>@</b>		
Approved Major Develoment		acres (5%)		years and plan for the impacts of this growth on the surrounding area.	Neighborhood Center								<b>*</b>				~			<b>S</b>			~			<b>Y</b> =		
Develorment				555		¥		RESIE	DENTI	AL		COMIV	IERCIAL	$\perp$	<b> </b>		y IND	USTRI						SPACES		"		

#### Land Use and Building Type Key

- 1. Agriculture

- 2. Single-Family Detached (Rural)
   3. Single-Family Detached (Suburban)
   4. Single-Family Detached (Urban)
   5. Two-Family
   6. Single-Family Attached

- 7. Low-Rise Multi-Family
  - - 14. Mid-Scale Office

- 13. Small-Scale Office
- 15. Large-Scale Office
- 16. Vertical Mixed-Use
- 17. Warehousing/Wholesale 18. Light Manufacturing
- 19. Heavy Manufacturing 20. Civic Services/Semi-Public
- 21. Education
- 22. Natural Preserve 23. Regional Parks
- 24. Community Parks
- 25. Private Clubs/Parks 26. Linear Parks
- 27. Neighborhood Parks 28. Pocket Parks/Greens
  29. Squares
- 30. Plazas
- 31. Courtyards

AGRICULTUR/

MIXED-USE

## Appropriate Block Types & Land Uses

- **☑** Conservation Subdivision
- ✓ Neighborhood
- ✓ Neighborhood Center

#### **CONTIGUOUS GROWTH**

#### Statement of Intent

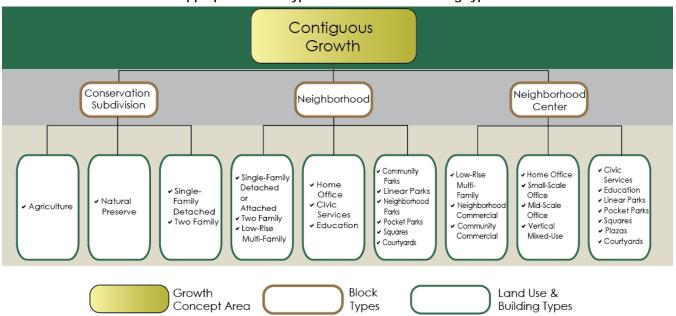
The purpose of the Contiguous Growth Area is to focus development in areas near the existing boundary of the City of Aiken to promote efficient growth which can take advantage of existing water and sanitary sewer facilities and thereby reduce the sprawl in the Northside Area.

The Contiguous Growth Area is located in the south central portion of the Northside Area adjacent to the existing City boundary. The Contiguous Growth area includes 4.6 square miles of land which is equivalent to 2,600 acres or 13% of the Northside Area. The area is currently a mixture of residential, agricultural and forested land. There are about 2,250 acres of land within this area that are available for development.

The Contiguous Growth Area is the preferred area for residential growth in the Northside. This area should continue the urban pattern of growth and the transitions from this area to the surrounding Rural Areas should provide a clear distinction between the urban and rural character.

Figure 6: Contiguous Growth

Appropriate Block Types and Land Use & Building Types



#### Contiguous Growth Policies

In addition to the General Development Policies from pages 25 to 28 the following policies should be used to guide development decisions in the Contiguous Growth Areas.

- The Contiguous Growth Area should grow and develop in a logical and rational pattern that maximizes the efficiency of infrastructure and the avoidance of sprawl and "leapfrog" patterns. In furtherance of this policy, new development and service provisions should be contiguous to existing neighborhoods whenever feasible.
- **CG-2.** Overall, new development should be coordinated and timed relative to public infrastructure. Infrastructure, particularly sanitary sewer service, water service, and road improvements, should be available concurrently with new developments.
- **CG-3.** New infrastructure should be planned to be adequate for both existing and planned growth. Level-of-service standards should be developed to ensure that adequate public facilities are provided in both the short- and the long-term.
- **CG-4.** The fabric of the Contiguous Growth Area should be a series of Neighborhoods with viable Neighborhood Centers that enhance the local identity.
- Parks, open space, and paths should be provided in this area and should be connected to a regional open space and trail system. The spaces should be an integrated part of the Neighborhoods.
- Locations for civic buildings should be reserved in conjunction with increased demand for services to ensure they are located within the community to provide adequate service to the new and existing populations.
- Development in the Contiguous Growth Area should foster a pedestrian-friendly environment. As infrastructure improvements are designed and as new development is proposed, the relationship of uses to one another and the provision of sidewalks and trails to facilitate a walkable community should be a major consideration.
- **CG-8.** Development in this area should have a balance between housing, employment, and retail uses that helps promote fiscal stability.
- A mix of residential types within Neighborhoods should be encouraged as opposed to areas of individual housing types that are segregated from others. Furthermore, non-residential development in this area should occur in clusters as Neighborhood Centers rather than stripping these uses along major roadways.
- **CG-10.** The gross residential density for the Contiguous Growth area should be around four (4) residential units per acre. However, portions of the area may have higher or lower densities as appropriate depending on the housing types.

- G-11. Residential development in the Contiguous Growth Area should be of a high-quality sustainable<sup>4</sup> nature. Mobile home parks are not appropriate in the Contiguous Growth Areas.
- **CG-12.** Public spaces and facilities are important indicators and examples of community quality and character. These areas including rights-ofway should be visually enhanced and well maintained.
- **CG-13.** Existing development should be integrated into the neighborhood fabric of the Contiguous Growth Area to create a cohesive form of development through subdivision patterns and the roadway network.
- **GG-14.** Priority should be placed on infill and reuse of existing, underutilized areas to reinforce the more urban vision for this area.
- **GG-15.** High priority should be placed on well-connected roads to reduce the impact on the overall transportation network.
- Complete roadways such as those described in the Building Block Chapter including sidewalks and streetscaping are very important elements in continuing the high-quality image of Aiken while providing pedestrian facilities.
- **GG-17.** As development is proposed, it should be designed to protect historic and natural resources.
- **cG-18.** A clear edge to the Contiguous Growth Area should be established and maintained to preserve a distinction between the urban and rural areas and prevent a sprawling pattern of development.

Adopted by Aiken City Council January 28, 2008

<sup>&</sup>lt;sup>4</sup> Sustainable structures refer to buildings constructed of materials that are low-maintenance and have a long usable life. Durable or sustainable materials help maintain a quality appearance over time because they do not deteriorate; additionally they do not require regular replacement which makes the structure more affordable over time.

# NODAL DEVELOPMENT

# Appropriate Block Types

- **☑** Conservation Subdivision
- ✓ Neighborhood
- ✓ NeighborhoodCenter

# Statement of Intent

The purpose of the Nodal Development Areas is to focus development at key locations along major corridors to create a more cohesive community through mixed-use villages while capitalizing on existing facilities and adding much-needed neighborhood-scale commercial and preserving land in an undeveloped rural status in other portions of the Northside.

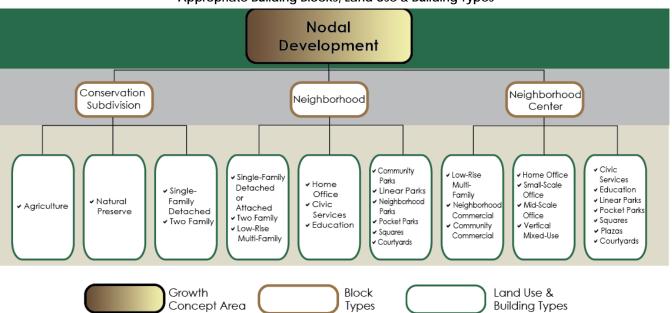
Nodal Development includes three locations near key intersections in the Northside Area. The three areas contain a total of 1.37 square miles which is equal to 880 acres or 4% of the Northside Area. Of this area, approximately 490 acres of land is available for development.

- ♦ Node I at Beaverdam Road and U.S. Route I
- → Node 2 at Gregory Road and U.S. Route I
- → Node 3 at Reynolds Pond Road and S.C. Route 19

Figure 7:

Nodal Development Areas

Appropriate Building Blocks, Land Use & Building Types



These nodes are located at strategic points along the major corridors in proximity to existing residential development to promote the addition of neighborhood-scale commercial uses into existing neighborhoods. Clustering growth at these nodes will help create villages to capture growth and help prevent the sprawling suburban patterns prevalent elsewhere in the community. The nodes are the preferred location for neighborhood commercial to serve existing residents in the Northside Area. Some community commercial may also be appropriate in these locations. These nodes should be considered as secondary locations for residential growth.

# WHY ENCOURAGE DEVELOPMENT IN NODES?

A primary reason to encourage more dense growth in the Nodal Development areas is to absorb growth in strategic areas in the Northside while preserving rural areas in a relatively undeveloped state and thereby maintain a key component of the desired character for the Northside.

# Nodal Development Area Policies

In addition to the General Development Policies from pages 25 to 28 the following policies should be used to guide development decisions in the Nodal Development Areas.

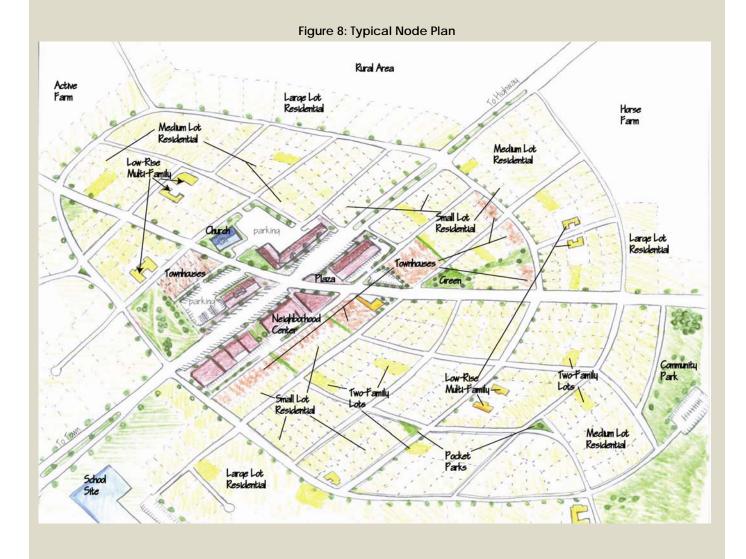
- ND-1. Nodal growth is a desirable land use pattern that complements the rural and traditional character of the greater Aiken Community. The Nodal Development Areas can be expected to accommodate a minor share of the forecasted growth.
- ND-2. Nodes should grow and develop in a logical and rational pattern that maximizes the efficiency of infrastructure and the avoidance of sprawl and "leapfrog" patterns. In furtherance of this principle, new development and service provision should be contiguous to the existing development wherever feasible.
- ND-3. Nodal development offers an opportunity to add commercial uses to the existing community. Commercial uses in these areas should be designed to serve the immediate neighborhood as well as provide services to a larger area. They should be well-designed and integrated into the local context to avoid any negative impact on existing neighborhoods.
- When new development occurs in Nodal Development Areas it should be designed to respect the existing pattern of development. Existing street networks should be extended and connected to provide continuity in form as well as multiple access points from major roads.
- **ND-5.** Residential development in the Nodal Development Areas should be of a high-quality sustainable nature. Mobile homes and mobile home parks are not appropriate in the Nodal Development Areas<sup>5</sup>.
- New Neighborhoods in Nodal Development Areas should be pedestrian-friendly and include sidewalks and trails that connect into a larger regional system. Development in these areas should also be compact enough to promote pedestrian traffic between the residential and other uses in the Node.

<sup>&</sup>lt;sup>5</sup> For the purpose of this Plan, mobile homes are to be considered manufactured housing or a transportable residential structure that is built on a permanent chassis. See page 63 for the difference between manufactured housing and modular housing.

- Well-designed and constructed mixed-use developments should be considered as a viable alternative to land uses that are strictly segregated. A mix of uses should include diversity of residential types as described in the following Chapter and uses such as commercial/retail, services, offices, and civic when needed. In the Neighborhood Centers, vertically mixed-use structures are appropriate at a scale that fits the Neighborhood character (typically structures less than 35 feet tall).
- Parks, open spaces, and trails should be integrated into new development in the Nodal Growth Areas to retain open space and create a complete community with various amenities at each Node.
- ND-9. While the Nodal Development Areas can and should accommodate new growth to maintain their vitality, this growth should be limited so as not to overpower the scale of the Node. While there is no precise amount of population that can be targeted, each node should be monitored as new development is proposed. A good rule-of-thumb is a quarter-mile radius but this may vary.
- ND-10. New infrastructure should be planned to be adequate for both existing and proposed development. Level-of-service standards should be developed to ensure that adequate public facilities are provided in both the short- and long-term.
- ND-11. Nodal Development Areas should be linked to alternative transportation modes such as mass transit and bicycle trails whenever possible.
- ND-12. The Nodal Development Area located at Beaverdam Road and U.S. Route I may be considered as a center for the larger development that may occur in the Regional Employment Area. The scale of this Node may be larger than the other two Nodes which are located in a more rural neighborhood context.

# Example of a Plan for A Nodal Development

The illustration below shows an example of a plan which would be typical for a Nodal Development Area. These developments should be designed to create a concentrated village that incorporates multiple residential types with Neighborhood and Community-Scale retail uses. The development should include an interconnected street network, a variety of lot sizes ranging from 2,500-square-foot lots for townhouses and detached single-family residential to lots between 5,000 and 12,000 square feet for medium-density single-family and two-family homes. Larger lots in excess of ½ acre may be situated near the perimeter of the development to create a transition between the rural densities and the village center.



Adopted by Aiken City Council January 28, 2008

# **GATEWAYS**

# Statement of Intent

The purpose of designating these locations as Gateways is to encourage appropriate urban design, landscaping, signage, and land use at key regional gateways to portray a specific and positive image at the main entrances into the community.

The two Gateways are located at the Interstate-20 interchanges with State Route 19 and U.S. Route 1. Combined, the two locations include 0.6 square miles or approximately 380 acres which is 1.8% of the Northside Area. Of this land, 230 acres or about 60% of the land in the Gateways is available for development.

#### **♦** Gateway I

The U.S. Route 1 Gateway is approximately 190 acres with about 90 acres available for development. This area has more existing development and serves as the primary gateway to the community. The primary existing land uses in this area includes industrial (21%), agriculture (19%), commercial (16%), vacant (15%), forest (14%), and residential (11%). From a future land use perspective, this gateway functions in concert with the Regional Employment Area and may function as a town center component to that development.

#### **♦** Gateway 2

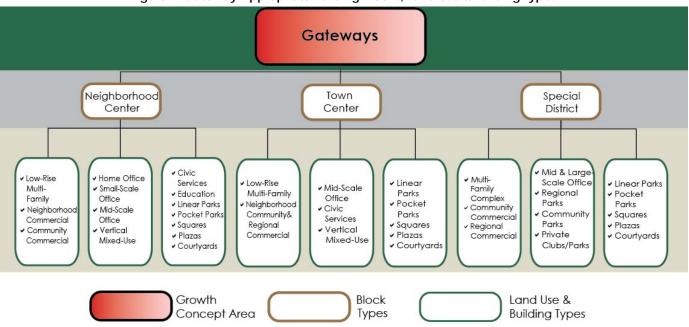
The State Route 19 Gateway is about 190 acres and of this 162 acres are developable. The primary existing land uses in this area are forest (49%), agriculture (38%), commercial (7%), and vacant (5%). Presently this is a secondary gateway into the Aiken Area.

# Appropriate Block Types

- ✓ Neighborhood Center
- **☑** Town Center
- **☑** Special District

While capturing non-residential growth in the Gateways is a key component to this plan, the quality and appearance of the development in these locations is paramount. Both locations serve as prominent entries into the Greater Aiken Community and provide the first impression of the area.

Figure 9: Gateway Appropriate Building Blocks, Land Use & Building Types



# **Gateway Policies**

In addition to the General Development Policies from pages 26 to 30 the following policies should be used to guide development decisions in the Gateways.

- GW-1. High-quality site design and streetscaping standards should be developed for these locations and should include landscaping, uniform signage, lighting, screening and buffering requirements.
- **GW-2.** Perimeter landscaping on private property should be used to enhance the image of the establishment and create a cohesive appearance from the right-of-way.
- **GW-3.** Architectural design standards should be considered for both locations to promote high-quality buildings that present a positive image for the community.
- **GW-4.** Monuments and landscaped areas should be established and maintained in both Gateways.
- **GW-5.** Controls for off-site signage (i.e. billboards) and pole signs should be developed and implemented to reduce the cluttered appearance at the gateways.
- **GW-6.** Surface parking should be well integrated into the site design and include interior landscaping to reduce the visual impact of large areas of asphalt.

COORDINATED CIRCULATION ESTABLISHES DIFFERENT AREAS GATEWAY INTERCHANGE FOR DEVELOPMENT AND LANDSCAPE IMPROVEMENTS OFFERS HIGH DEGREE OF ACCESS TRAFFIC CIRCLES ENHANCE CHARACTER, HELP ORIENTATION. AND QUALITY IMAGE FUTURE ACCESS/ ROAD NETWORK EXTENSION (TYP) CORPORATE IMAGE OFFICE TOWER LAND USE QUADRANTS: "MAIN-STREET"/LIFE-STYLE COMMERCIAL HOSPITALITY-HOTEL/FOOD GENERAL COMMERCIAL "BIG-BOX" COMMERCIAL SIGNALİZED INTERSECTION (TYP

Figure 10: Typical Gateway Location Plan

- **GW-7.** Commercial uses in the Gateways should focus on serving a regional market. Because of their separation from low-density residential areas, large-scale buildings are more appropriate in the Gateways than in the Contiguous Growth Areas or the Nodal Growth Areas.
- **GW-8.** Residential uses should only be considered when part of a Town Center-style development because of the prominence and high-traffic nature of the Gateways.
- **GW-9.** Public rights-of-way in the Gateways should be upgraded with additional landscaping, uniform signage and lighting, improved paving material, and other elements of urban design.

# Appropriate Block Types

- ✓ Neighborhood
- Neighborhood
  Center
- **☑** Town Center
- **☑** Special Districts

# REGIONAL EMPLOYMENT AREA

# Statement of Intent

The purpose of the Regional Employment Area is to focus employmentgenerating uses in prime locations in the planning area to capitalize on regional visibility and accessibility, utilize existing water and sanitary sewer infrastructure and provide a location for large-scale commercial establishments that meet the regional demand for these uses.

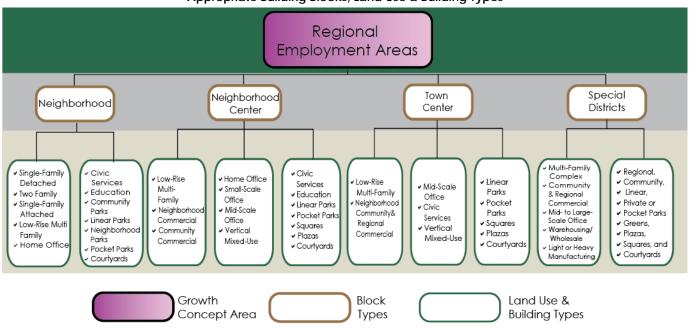
The Regional Employment Area encompasses the Airport and the area near the interchange of I-20 and U.S. Route I. The area is 2.96 square miles which is about 1,894 acres or 8% of the Northside Area. This area includes the community's primary industrial facilities. The composition of land uses in this area includes 29% forested, 24% to the Airport and its associated uses, and II% industrial. Of this area about 1,000 acres are considered available for development.

The Regional Employment Area is located to take advantage of regional access opportunities afforded by the highway visibility and Airport. The location is appropriate for office, industrial, and commercial uses, as well as higher-density residential to create a mixed-use environment conducive to employment generation. The Regional Employment Area is also an appropriate location for the more intense large-scale commercial uses because this location has adequate regional access and visibility.

Figure 11:

Regional Employment Areas

Appropriate Building Blocks, Land Use & Building Types



# Regional Employment Area Policies

In addition to the General Development Policies from pages 25 to 28 the following policies should be used to guide development decisions in the Regional Employment Areas.

- The prime development characteristics of the Regional Employment Area should be protected from low-quality, low-value uses. Land with significant visibility and accessibility should be reserved for regional-scale commercial uses and office complexes. Adequate sites should be available for future uses associated with the Airport and Interstate Highway access such as hotels, air cargo facilities, and similar developments.
- **RE-2.** Steps should be taken to ensure that new development meets minimum standards for design and building materials. Signage along U.S. Route I and Interstate-20 should be limited and integrated into an overall site-planning theme. Billboards (off-premise signs) should be prohibited.
- Traffic access and circulation should be carefully planned and coordinated with the State to create a high-performing circulation system. The use of frontage roads and other access management techniques are important to manage increased traffic at this key location in the community.
- **RE-4.** Priority should be placed on office complexes and other employment-intensive uses. Establishments such as restaurants, hotels, and services should be ancillary and subordinate to the employment-related uses. They should be designed as integrated elements through coordinated access, compatible signage and landscaping, and high-quality site planning and building design.
- **RE-5.** The incorporation of employment and service-related uses as well as residential units to provide housing opportunities for employees is important to creating a cohesive development pattern in this area that serves both the local community as well as a more regional demand.
- **RE-6.** Special attention should be paid to architectural quality, and overall architectural themes should be established for each development.
- **RE-7.** Retention of existing tree cover and well-designed landscaping and site planning should be employed to create buffering around uses that may have negative impact on adjacent residential areas.
- RE-8. Residential development should be accommodated in the Regional Employment Area to provide housing opportunities for employees in close proximity to jobs. The residential areas should be located on carefully chosen sites that are not highly visible locations more appropriate for non-residential.
- **RE-9.** Residential development near airport noise contours should be avoided to reduce impacts on future residents and to preserve the operational capability of the airport.
- **RE-10.** Parks, open spaces, and trails should be integrated into new development.

- **RE-11.** Development should be phased with the availability of infrastructure and water and sewer services.
- **RE-12.** Opportunities to provide park and recreation facilities should be explored and a system of trails for pedestrian and bicycle uses should be developed to connect the area into a regional system.
- **RE-13.** Mass Transit or alternative modes of transportation should be explored to provide accessibility to this area.

# Appropriate Block Types **✓** Conservation **Subdivision** ✓ Neighborhood ✓ Neighborhood Center

# ENHANCEMENT AREA

#### Statement of Intent

The intent of establishing the Enhancement Area is to stabilize and enhance existing neighborhoods in the Planning Area and promote maintenance and improvements of public and private property.

The Enhancement Area includes the existing neighborhoods near State Route 19, between Williams Lane and Reynolds Pond Road. The area is 2.96 square miles which is 857 acres or 8% of the Northside Area. This is the Northside Area's highest concentration of existing residential development with about 57% of the area dedicated to residential uses. 16% to Forest, 9% to Agriculture, and 9% of the land area is vacant or undeveloped which is dramatically different from the other Concept Areas because the Enhancement Area is already developed. Within the Enhancement Area, approximately 223 acres of land are considered available for development. However, the priority in this area is on stabilizing and enhancing the existing development rather than accommodating significant future growth as in other Concept Areas.

While some of the existing properties in this area are well-maintained, there are locations where property maintenance is a problem. The housing stock in this area is a mix of stick-built brick ranch-style homes and mobile home/manufactured homes on individual lots. Many of the homes in this area are several decades old. As this area continues to age, maintenance may become even more of an issue. Many of the roads in the Enhancement Area are clay or gravel and become rutted after heavy rain. As one of the most densely populated areas in the Northside Area, these neighborhoods deserve attention, enhancement, and protection.

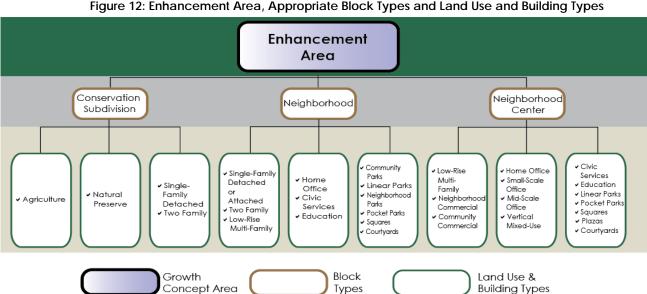


Figure 12: Enhancement Area, Appropriate Block Types and Land Use and Building Types

# Potential Reinvestment Funding Sources

- Community
  Development Block
  Grants (CDBG)
- Home Investment
  Partnership Program
  (HOME)
- Property Tax Deduction or Tax Abatement
- General Obligation Bonds
- Local CIP (public facilities)
- Individual Development
  Account consortium
- Community
  Reinvestment Act (CRA)
  in partnership with local
  Banks
- Sales Tax Increase
- Sale of surplus Public Land
- Formation of Limited
  Partnership of Interested
  Parties
- ✓ Fundraising/Donations

#### **Enhancement Area Policies**

In addition to the General Development Policies from pages 26 to 30, the following policies should be used to guide development decisions in the Enhancement Areas.

- This area is not likely to capture a significant portion of future growth; however, improvements and maintenance are important.
- **EA-2.** A reinvestment/redevelopment plan should be prepared for this area to provide a strategy for improvement, define resources for funding, and local programs or organizations that can be created to administer a neighborhood improvement program.
- **EA-3.** It is important that this area provides a good quality-of-life for its residents without losing its affordable housing stock. It is vital that this area remains an accessible and affordable place for residents to live. Efforts should be taken to maintain the community without significantly inflating property values.
- **EA-4.** A property maintenance code should be developed and enforced to regulate the maintenance of structures and premises of residential properties. The adoption and use of a property maintenance code would allow the community to take a proactive role in the quality-of-life and actively identify properties that are a public nuisance.
- **EA-5.** The City and County should act as agents to implement revitalization tools and function as a conduit to help residents locate funding sources for improvements and maintenance of their properties.
- **EA-6.** The roads should be paved and upgraded. Improvements to the public realm can be an impetus to efforts to upgrade private property. Paving roads or addition of other amenities can be a catalyst to maintenance of private property.
- **EA-7.** Convenience retail and other services are appropriate components of Neighborhood Centers that may be either redeveloped or created as infill.
- **EA-8.** Residential infill should respect the scale and structure types of the existing homes and should be designed to be affordable and sustainable<sup>6</sup>. New homes should be on-site stick-built or modular housing rather than manufactured housing (mobile homes) which are not as sustainable in the long-term.
- **EA-9.** Opportunities to provide park and recreation facilities should be explored and a system of trails for pedestrian and bicycle uses should be developed to connect the Enhancement Area into a regional system.
- **EA-10.** Mass transit or alternative modes of transportation should be explored to provide accessibility to this area.

<sup>&</sup>lt;sup>6</sup> Sustainable structures refer to buildings constructed of materials that are low-maintenance and have a long usable life. Durable or sustainable materials help maintain a quality appearance over time because they do not deteriorate, additionally they do not require regular replacement which makes the structure more affordable over time.

#### Appropriate Block Types

- **Conservation**
- **✓** Rural
- Conservation
  Subdivision

# **RURAL AREAS**

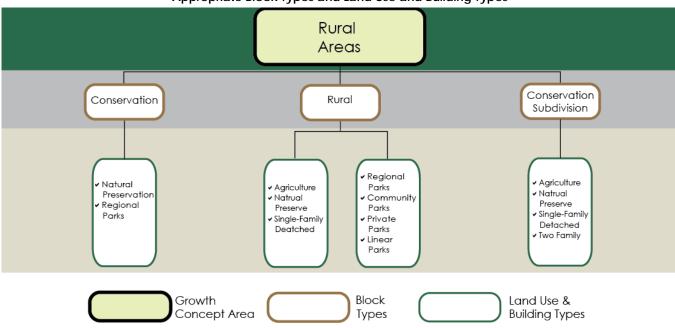
# Statement of Intent

The purpose of the Rural Areas is to encourage efficient growth patterns; develop at appropriate densities where sanitary sewer and water services are not available; and protect and enhance the rural character of portions of the Northside Area while allowing growth that maintains a rural appearance.

Rural Areas are located throughout the western and eastern portions of the Northside Area. In all 17.94 square miles are designated as Rural Areas; this is equivalent to 11,480 acres of land or 54% of the Northside Area. Approximately 8,500 acres of this land is considered available for development. Currently, 40% of the area is forested, 28% is in agricultural uses, 11% is dedicated to residential use, and 5% is vacant. There is limited local road access in these areas, and access to sanitary sewer and water services is also limited.

The Rural Areas still have large areas of undeveloped land and active farming and equestrian establishments. By specifying locations in the Northside Area that should accommodate growth, the Rural Areas can be preserved in an undeveloped agrarian state to help maintain the character of the community. The Rural Areas should be developed at a very low gross density (no more than one residential unit per 20 acres of land) with agriculture, equestrian uses, and conservation land as the dominant uses.

Figure 13: Rural Area Appropriate Block Types and Land Use and Building Types



#### Rural Area Policies

- **RA-1.** The existing rural character is desirable and should be preserved, while allowing reasonable opportunities for new growth in these areas.
- RA-2. The desired character for Rural Areas is a continuation of the historic rural and agricultural patterns as well as equestrian-related facilities. New residential development in Rural Areas can be accommodated but it is encouraged to occur in the Conservation Subdivision style described in Chapter 6.
- **RA-3.** As new residential development is proposed, it should be reviewed to discourage inappropriate or incompatible encroachment into viable agricultural areas.
- **RA-4.** Existing and future development should not expect urban services. Rural levels of service will typically not include public water, sanitary sewer, and stormwater drainage facilities other than ditches.
- **RA-5.** Opportunities to protect land as permanent open space or agriculture should be explored (i.e. conservation easements, donation of land to a trust, etc.).
- **RA-6.** Trail networks for pedestrians or equestrian use should be established to connect this area to a region-wide system.
- **RA-7.** Existing uses such as mobile home parks, salvage yards, and other uses which have outdoor storage should be screened from the view from the rights-of-way through the use of opaque fencing with plantings of trees and shrubs between the fence and the right-of-way. Future development of land in the Rural Areas with such uses is strongly discouraged.
- **RA-8.** Efforts should be made to improve the level of property maintenance in the Rural Areas; storage of junk vehicles, or other outdoor storage should be prohibited in front yards.
- **RA-9.** Storage of derelict and abandoned trailers and mobile homes should be prohibited and methods for removal should be explored.



Figure 14: Rural Area Pattern

Protection of the Rural Areas from incompatible development will require attention and action by Aiken County to ensure appropriate land development controls are in place.

# Appropriate Block Types

- **☑** Conservation
- ☑ Conservation Subdivisions

#### **Conservation Tools**

- Public Purchase
- Conservation Easements
- ✓ Land Trusts
- Conservation Overlay Regulations
- Deed Restrictions

Figures 15 & 16: Shaws Creek



The Shaws Creek Corridor near U.S. 1. is part of the Greenway.



# **GREENWAY**

#### Statement of Intent

The purpose of the Greenway is to protect the unique and sensitive natural resources, especially water quality; create an interconnected system of green space; and maintain significant areas of forested and open land which are important to the identity of the community.

The Greenway is located in the central portion of the Planning Area along Shaws Creek. The area includes 2.5 square miles or 1,600 acres of land. The area is primarily wetlands (56%), with forest accounting for 20% of the area, and agriculture at 16%. Three-percent of the area is dedicated to mining operations. Although 626 acres of land in this area are classified as potentially developable, the proximity to the sensitive wetlands and watershed related to the water supply for the area deserves recognition.

The Greenway is largely undeveloped and currently remains in a mostly natural state. Designating this area for conservation efforts and sensitive development practices establishes protection measures for the water supply for the community.

# **Greenway Policies**

- **G-1.** Land should be permanently protected from development through public purchase, as part of conservation subdivisions, or as land donated or protected by conservation easements through other channels.
- G-2. Development or disturbance of the land in the Greenway is discouraged; however, if the land must be developed, it should be limited to low-density, single-family detached housing designed with sensitivity to the environment including the impact on the soils and stormwater run-off, and protection of significant ground and tree cover to prevent erosion and assist in the protection of the wetlands. Very large lots with little land disturbance or conservation subdivisions that cluster the building lots on areas that will have limited impact on the water quality of the Shaws Creek watershed are preferred.
- **G-3.** Passive recreation opportunities such as trails are appropriate uses to allow access to the protected green space.
- **G-4.** Existing agricultural activities in or adjacent to the Greenway should be monitored for chemical or organic run-off that may negatively impact the water quality of the Shaws Creek watershed. Public and private efforts should be made to reduce or mitigate agricultural run-off in this area.

# **CORRIDORS**

# Statement of Intent

The purpose of the Corridor designation is to encourage appropriate urban design, landscaping, signage, and streetscaping along the primary corridors to portray a specific and positive image.

The Corridors include the rights-of-way and the land adjacent to the rights-of-way for State Route 19 and U.S. Route 1 & Interstate 20. There is no particular land area or land use associated with the Corridors. This Concept Area functions more as an overlay for the other areas that these roadways traverse. The Corridors serve as continuations of the Gateways and as the primary roadways in and out of the community. The image along these routes is possibly the strongest contributing factor to the overall image of the community. The land uses along the Corridors should be governed by the underlying Concept Area, while the design of the sites, landscaping, and signage should be guided by the policies below.

#### **Corridor Policies**

- G-1. Outside of the Nodal Development Areas, further development of frontage lots with individual access along the corridors should be discouraged in favor of well-designed clusters of development set back from the right-of-way with shared access points to reduce the impact on safety and accessibility of these roadways.
- **C-2.** Development of the frontage lots along the corridors with non-residential or residential development should be avoided in the Rural Areas.
- **C-3.** In the Rural Areas along the corridors, very deep setbacks (100 feet or more) are encouraged to preserve the rural character. Rural-style landscaping and natural areas should be retained in these setbacks and there should be no removal of existing trees within the setbacks. Deep setbacks are also important so that if future development and traffic flow on S.R. 19 requires widening to four lanes, properties still have adequate setback from the widened roadway.
- **C-4.** When Conservation Subdivisions are designed in the Rural Areas along Corridors, a portion of the conservation area must be located between the housing clusters and the corridor right-of-way to soften the appearance of the development from the rights-of-way and reinforce the rural appearance.
- Streetscaping plans should be developed for the Corridors to reinforce the rural and urban character of the various Concept Areas and provide transition between the two. The Rural Areas should have a soft natural appearance, and paths with large shade trees and pines should replace a formal paved sidewalk in these areas. Street lighting should be limited and should be rural in character if provided. Linear Parks are appropriate in the Rural Areas along the Corridors.

- **C-6.** Streetscaping in the Nodal Development and Contiguous Growth Areas should be more urban in character with paved sidewalks, pedestrian lighting, and smaller scale ornamental trees. See the Road Types definitions and cross-sections for details on the various types of streetscaping that are appropriate on pages 72-74.
- C-7. Off-site signage along the Corridors should be removed and on-site signage should be limited to monument-style signs to reduce visual clutter. A set of sign design standards should be developed. The standards may vary between the Rural Areas and the more urban Concept Areas.
- The I-20 corridor should be maintained with a parkway appearance. Existing trees should not be cleared for a distance of at least 100 feet from the right-of-way. Off-site signage and billboards should be removed and new billboards should be prohibited.
- Uses such as mobile home parks, salvage yards, and uses which have outdoor storage should be screened from view from the rights-of-way through the use of opaque fencing with plantings of trees and shrubs between the fence and the right-of-way. Future development of land along the corridors with these uses should be prohibited.



Figure 17: Northbound U.S. 1. Corridor

# Appropriate Block Types

- ✓ Neighborhood
- Neighborhood Center

Figure 18: Trolley Run Station



The location of Trolley Run Station during the early phases of construction.

# APPROVED MAJOR DEVELOPMENT

#### Statement of Intent

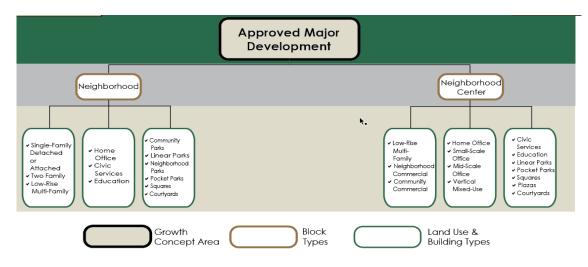
The purposes of designating the Trolley Run Station areas as Approved Major Development is to recognize approved development areas which will accommodate significant amounts of growth in the coming years and plan for the impacts of this growth on the surrounding area.

The Approved Major Development Area includes the land planned for the Trolley Run Station Development. The Approved Major Development is located in the southwestern portion of the Northside Area and includes approximately 1.95 square miles or 1,250 acres of land. Approximately 78% of this area has been approved for development and is currently vacant but roads are in and building will begin shortly. About 10% of the area is wetlands, and 5% is forested. There is some existing residential development in this area which accounts for 5% of the total land area. Review of the development plan indicates that Trolley Run Station will have between 1,700 and 1,800 new dwelling units in a combination of single-family detached and multi-family homes. The development will also include a Neighborhood Center with mixed-use structures with multi-family units over 70,000 square feet of commercial space, and a YMCA facility. This area will likely be a magnet for growth over the next few years and may act as a catalyst for development in the other portions of the Northside Area.

# Approved Major Development Policies

- **AD-1.** The development of this area should be monitored for compliance with the approved development plans.
- AD-2. As the development is completed and additional population is added to this area, the impact on surrounding roadways should be observed. One possible off-site improvement that may be needed as growth in Trolley Run spurs development in nearby locations is the widening of University Parkway west of State Route 19.
- **AD-3.** When planning development near Trolley Run Station, proposed trails, interior road networks, and sidewalks should be designed to connect into the established networks in Trolley Run Station.

Figure 19: Approved Major Development Appropriate Block Types, Building and Land Use Types





# Development Building Blocks



# **CHAPTER 6 CONTENTS**

Overview	53
Block Types	53
Conservation	54
Rural	54
Conservation Subdivisons	
Neighborhoods	
Neighborhood Center	
Town Centers	
Special Districts	
Land Use and Building Types	61
Agricultural	61
Residential Components	
Commercial Components	
Vertical Mixed-Use	
Industrial	
Civic & Institutional	
Open Spaces	
Road Types	70

The Development Building Blocks define and explain the basic components of development in the Northside providing greater detail to build on the recommendations in Chapter 5...



# **Development Building Blocks**

# **OVERVIEW**

The Development Building Blocks are the basic components of development that include Block Types (how the individual lots relate to one another), Land Uses and Building Types, and Road Types which combine to create a variety of forms of development. The first section addresses the Block Types, which can also be described as land subdivision patterns. The second section covers the Land Use and Building Types used in this Plan including: agriculture, residential, commercial, industrial, open space, and civic components. The third section describes the various kinds of roads, paths, and sidewalks that can be used to create different characteristics in the Planning Area.

# **BLOCK TYPES**

The Block Types defined below describe the various patterns for subdivisions, and explain the appropriate land use and building types for each Block Type. The combination of these Block Types will allow the development of a balanced and complete community in the Northside Area. Accompanying many of the descriptions are illustrations showing the typical pattern.

#### Conservation

Conservation describes undeveloped land with a limited road network and few or no structures. These areas are maintained in a natural status to protect important natural resources and water quality. The form of these areas is usually organic and created by following natural contours of the land or in response to the location of forested or wetland areas. These are large areas minimally interrupted by roadways. Passive pedestrian trails may be appropriate.

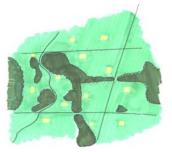
#### Concept Areas

Conservation Block Types are appropriate in the following Concept Areas: Rural Areas and Greenways.

#### Appropriate Land Uses and Building Types

Natural Preservation and passive uses in a Regional Scale Park are the only appropriate land uses in Conservation Areas.

Figure 20: Rural Patterns



Rural Block Types are characterized by low intensity development a significant distance between road intersections.

# Rural

Rural describes a large block configuration characterized by farms or single-family homes on large lots (greater than 20 acres) or a gross density less than I unit per 20 acres. The rural pattern is established by significant distance between roads and the natural or active farming status of land. Blocks in a rural area may be as much as one mile by one mile in size. The Rural Block Type contributes substantially to the existing character of the community.

#### Concept Area

Rural Block Types are appropriate in the Rural Areas.

#### Appropriate Land Uses and Building Types

Appropriate land uses and building types in Rural Block Types include Agriculture, Detached Single-Family, Natural Preserve, Regional Parks, Community Parks, Private Clubs/Parks, and Linear Parks.

#### Conservation Subdivisions

Conservation Subdivisions are semi-rural subdivisions characterized by common open space and clustered compact lots. The purpose of a conservation subdivision is to protect farmland and/or natural resources while allowing for the permitted number of residences under current community zoning and subdivision regulations. Generally, this tool is used for parcels 40 acres or larger.

Street lengths and widths are minimized to reduce the paved area and maintain a rural cross section without curbs and gutters. Development in a conservation subdivision does not always result in a typical block of development surrounded by thoroughfares but rather clusters of homes surrounded by open space with only enough road length to provide access to the individual lots.

# Concept Areas

Conservation Subdivisions are appropriate near the outer perimeter of the Contiguous Growth Areas and Nodal Development Areas, and in Rural Areas.

#### Appropriate Land Uses and Building Types

Conservation Subdivisions may include Agriculture, Natural Preserve, or Single-Family Detached (Suburban or Rural), and Two-Family building types or land uses.

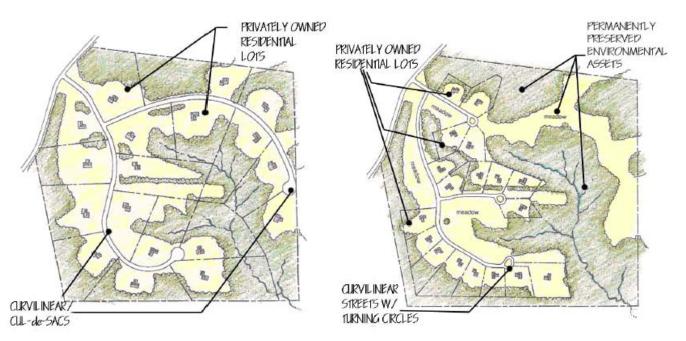


Figure 21: Traditional Subdivision vs. Conservation Subdivision

Images used courtesy of Randall Arendt.

# Neighborhoods

Neighborhoods are urbanized areas having a diverse range of building types at similar scales with thoroughfares and public open spaces accommodating a variety of human activity. Most Neighborhoods include a Neighborhood Center (described below), which can be a civic building or open space such as a square, green, or plaza, and an edge, which can either be a major roadway corridor or a greenway corridor. A Neighborhood is a physical entity and is the fundamental building block of urban form—perhaps best described as an area in which most residents are within walking distance of its center. This distance is approximately one-quarter mile (1,320 feet), which is equivalent to a five-minute walk.

Blocks in a Neighborhood are typically no more than 300 feet in width and 600 feet long. Larger blocks should include interior pedestrian paths or alleys or other features such as parks. Street networks in Neighborhoods may be either rectilinear or curvilinear but should be interconnected to form a block system. The illustration and images on the following page show characteristics of the Neighborhood Block Type.

#### Concept Areas

Neighborhood Block Types are appropriate in Contiguous Growth Areas, Nodal Development Areas, in portions of the Regional Employment Areas, as infill in the Enhancement Area, and in the Approved Major Development Area as approved.

#### Appropriate Land Uses and Building Types

Land Uses and Building Types which are appropriate in Neighborhoods include: Detached Single-Family (Urban), Two Family, Single-Family Attached, Low-Rise Multi-Family, Home Offices, Civic Services, Education, Community Parks, Linear Parks, Neighborhood Parks, Pocket Parks or Greens, Squares and Courtyards. (Additional uses appropriate in the Neighborhood Centers are described on page 58).

Figure 22: Typical Neighborhood Plan

Nodal Development Areas as well as Contiguous Growth Areas should be developed in a traditional neighborhood pattern. The example to the right shows how residential units of various types can be integrated into a unified development pattern which incorporates open space and neighborhood or community-scale commercial developments. The site plan shows a preference for alley access for vehicles with garages located to the rear of individual lots.

The residential units may be single-family detached, single-family attached or small-scale multi-family structures (4-8 units per structure), that are typically no more than 2 stories.

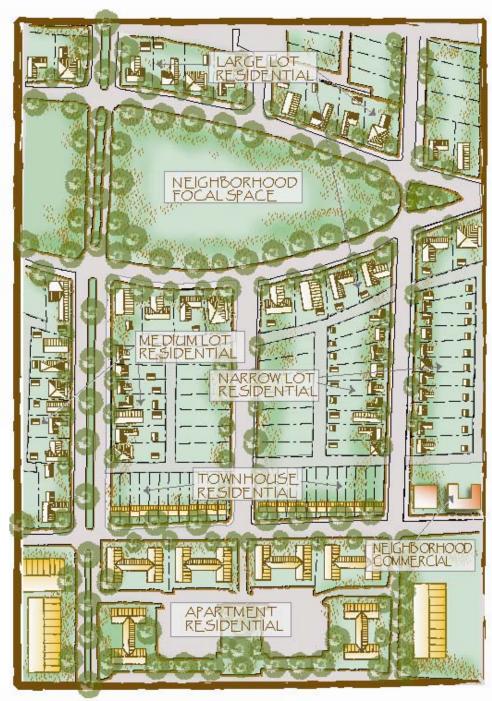
The variety of lot sizes offers opportunities for homes of various sizes and configurations to allow for a range of choices.

Streets are interconnected in either a grid or a curvilinear network.

Figure 23: Neighborhood Home



Example of a detached single-family house on a medium lot; the area where this home was built was not designed with alleys and uses side-loaded, front-facing garages that are setback from the main façade.



# Neighborhood Center

Neighborhood Centers are places that may have both a civic focus and informal area of gathering for the community, and contains places of work, shopping, and commercial services, but also provides space for ceremonies, fairs, band concerts, and casual meetings among neighbors. The Neighborhood Center also contributes to the identity of each neighborhood as a distinctive urban unit. Neighborhood Centers are a sub-district of the Neighborhood described above. Blocks in Neighborhood Centers should be similar in scale to those in the surrounding neighborhood.

#### Concept Areas

Neighborhood Center Block Types are appropriate in the Contiguous Growth Area, the Nodal Development Areas, Gateways, Regional Employment Areas, as infill in the Enhancement Area, and as approved in the Approved Major Development Area.

# Appropriate Land Uses and Building Types

Land Uses and Building Types which are appropriate in Neighborhood Centers include: Low Rise Multi-Family, Vertical Mixed-Use, Civic Services, Neighborhood or Community Commercial, Small-Scale or Mid-Scale Office, Pocket Parks or Greens, Plazas, Squares and Courtyards.



Figure 24: Neighborhood Center Buildings

Example of a commercial or apartment scaled structure in a Neighborhood Center. Neighborhood Centers should contain locally relevant retail, services, and restaurants. Often these uses are arranged around a center square or green. Neighborhood Centers are a sub-district or a few blocks within a Neighborhood.

Figures 25 & 26: Town Centers



Vertical Mixed-use structures are appropriate in Town Centers. The intensity of a Town Center will vary by location.



This Town Center incorporates residential over commercial uses in four story structures.

#### Town Centers

A Town Center is an area that mixes jobs with retail and housing and serves three to four neighborhoods. The majority of buildings have their main entrance opening onto a street or square. Pedestrian circulation within the center is paramount. Visitors park their cars in shared surface lots or parking structures or use on-street parking. Surface parking lots are located behind buildings.

Town Centers can be the major retail centers of a community and can be destination places in the region. Blocks in a Town Center are typically no more than 300 feet in width and 600 feet long. Larger blocks should include interior pedestrian paths or alleys or other features such as parks. Street networks in Town Centers are typically rectilinear to form a block system. Conceptually a Town Center is very similar to a Neighborhood Center except at greater density and scale.

Common retail uses in a Town Center Block type include restaurants and general retail (basic clothing stores, book/music stores, dry cleaners, etc.). Service, office, and residential uses may also be included. Apartments, townhouses, and lofts are developed at higher densities near the center, and decrease in density moving outward from the center. The goal is a smooth transition from high-density multi-family residential units to lower-density single-family units.

## Concept Areas

Town Center Block Types are appropriate in the Gateways and Regional Employment Area.

#### Appropriate Land Uses and Building Types

Land Uses and Building Types which are appropriate in Town Centers include: Single Family Attached, Low-Rise Multi-Family, Home Office, Neighborhood-Community and Regional Commercial, Vertical Mixed-Use, Mid-Scale or Large-Scale Office, Civic Services, Pocket Parks or Greens, Plazas, Squares and Courtyards. In the Gateways the lower-density residential uses should be reserved for peripheral areas away from the Highway access.

# **Special Districts**

Special Districts are areas where large-scale buildings and lots to accommodate larger uses such as warehouses that need extensive floor areas can be accommodated. The blocks in these areas are typically based on a campus-like design with large green areas, landscaping and water detention areas surrounding large structures with accessory surface parking. These districts can be appropriate when non-residential uses should be somewhat segregated from residential uses due to negative impacts from noise, dust, or other nuisance factors. Although larger in scale and more accommodating of automobile traffic, pedestrian areas are still important in Special Districts.

#### Concept Areas

Special District Block Types are appropriate in the Gateways and Regional Employment Area.

# Appropriate Land Uses and Building Types

Land Uses and Building Types which are appropriate in Special Districts include: Multi-Family Complexes, Community and Regional Commercial, Mid-Scale or Large-Scale Office, Warehousing, Light Manufacturing, Heavy Manufacturing, Regional, Community or Linear Parks, Private Clubs/Parks, Pocket Parks or Greens, Plazas, Squares and Courtyards.

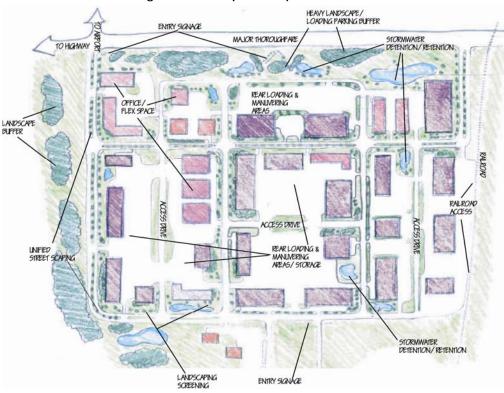


Figure 27: Example of a Special District

# LAND USE AND BUILDING TYPES

The land use and building types define the use and character of an individual lot. These components can be combined in a variety of patterns explained above to create traditional suburban subdivisions, urban neighborhoods, and even rural landscapes. The land uses are numbered to correspond with the numbering on the "Land Use and Building Type Key" on the Growth Concept Matrix on page 32.

# Agricultural

I. Agriculture refers to the use of the land and any accessory buildings for the primary purpose of obtaining a profit by raising, harvesting and selling crops, or feeding, breeding, managing, selling or producing livestock. It also includes the use of the land and structures to stable and train horses for private or commercial use. Agriculture typically occurs on land areas in excess of 20 acres and is a key component to rural character. Agriculture is most appropriate in the Rural Areas. Agricultural buildings include traditional and pole-barn structures, single-family homes and accessory buildings. Structures are typically set back significantly from the road, often with fields, pastures or forested areas between the structures and the rights-of-way.

# Residential Components

Residential land uses are often thought of in terms of single-family or multifamily, but there can be many variations within these two subcategories. The following categories describe the essential residential building blocks for the Northside Area. The preferred construction method for these structures is on-site stick-built or modular housing. See the sidebar on manufactured housing vs. modular housing.

#### **Detached Homes**

This residential type is not attached to other residential structures in any way and includes homes designed to house one family. Detached Home types include:

- **2. Single-Family Detached (Rural)-**This type of home is typically built on lots in excess of five acres and is situated in the center of the lot often with deep front yard setbacks, often in excess of 100 feet. Rural homes are usually one or two stories in height. These homes are usually oriented so the broader side of the structure faces the street. They are appropriate in the Rural Areas.
- **3. Single-Family Detached (Suburban)-**This type of home is typically built on lots between 10,000 and 40,000 square feet. Often located in subdivisions where lots are of roughly equal sizes, suburban homes are typically located near the center of the lot and have both deep front and rear yards. They display uniform setbacks to their neighbors. Suburban homes are usually one or two stories in height and include attached garages. These homes are

Figure 28: Agriculture



Existing agriculture in the Northside Area.

# Manufactured Housing vs. Modular Housing

As defined by the Department of Housing and Urban Development (HUD) manufactured housing is a structure, transportable in one or more sections, which in the traveling mode, is eight body feet or more in width or forty body feet or more in length, or, when erected on site, is three hundred twenty or more square feet, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, airconditioning, and electrical systems.

Modular housing is defined as a dwelling unit constructed on-site in accordance with local or State code and constructed of components substantially assembled off-site for final assembly on a permanent foundation.

Figures 29, 30, 31, & 32:



Single-Family Detached homes in urban areas (Neighborhoods) are often set closer to the street or sidewalk with deeper back yards that have access to alleys.



In Neighborhoods with large single-family homes, Two-Family Homes like this one can blend in without any significant exterior variation from the surrounding single family homes.



Townhouses come in a range of sizes and styles and can be incorporated into Neighborhoods as diverse housing options.



Above is another example of townhomes organized around a pocket park or square.

often oriented so the broader side of the structure faces the street. Suburban Single-Family Homes are most appropriate in the Contiguous Growth Area, and near the external perimeter of the Nodal Development Areas. A modified version of this type of home can be appropriate in Conservation Subdivisions in the Rural Area, Contiguous Growth Area and Nodal Development Areas. In the case of a Conservation Subdivision, the individual lot sizes would be reduced.

4. Single-Family Detached (Urban)-This type of home is typically built on lots between 2,500 and 10,000 square feet and located in subdivided blocks where lots are of roughly equal sizes. Urban homes are typically located near the front lot line with a shallow front yard and a deeper rear yard. Some urban homes may be built to one side lot line with maintenance easements on the adjacent property. Urban homes are usually two or three stories in height with single-story buildings being less common but still acceptable. Garages may be attached or detached but typically sit behind the home's primary façade often with access off of an alley. Urban homes are typically oriented so the narrow side of the structure faces the street. Porches, stoops, and balconies are common on urban homes. Urban Single-Family Homes are most appropriate in Neighborhoods within the Contiguous Growth Areas, Nodal Development Areas, and as approved in the Approved Major Development Area.

**5. Two-Family-**This type of home is typically built on the same size lot with the same setbacks as the Single-Family Detached homes; building orientation to the street and size and scale of these homes is also similar. Except for an additional entry door, these homes should be indistinguishable from a single-family detached home. The two units may be split side-by-side (duplex) or one unit over the other (split-level). This type of home offers housing variety within a Neighborhood without an outward difference in appearance. The structure would be held under singular ownership. Two-family homes are appropriate in Conservation Subdivisions, and Neighborhoods within the Contiguous Growth Areas, the Nodal Development Areas, the Regional Employment Area, and the Approved Major Development Area. They are also appropriate as infill in the Enhancement Area.

#### Attached Homes

The following land use and building types represent residential units which are attached to other similar units to house more than one family. These units range in scale and appearance and are described below.

**6. Single-Family Attached-**These homes are often known as Row Houses or Townhouses. Single-family attached houses are homes built with zero side yard setbacks and are attached to the adjacent dwelling by a common or party wall. Each unit is located on a separate lot with an individual exterior entry. They are typically two (2) to four (4) stories and may have attached garages located off of an alley or on the ground floor with the main living area

Figures 33, 34, 35 & 36:



As with two-family homes, Low-Rise Multi Family Buildings can easily be incorporated into neighborhoods without appearing out of scale with their surroundings. This offers a different housing choice in the same neighborhood as detached single-family homes.



Yet another alternative form for low-rise multifamily buildings.



Small Neighborhood Commercial buildings like this offer local services to the neighborhood within walking distance of the residential areas.



Smaller scale mixed-use structures can also house Neighborhood and Community Commercial Uses on the ground floor.

on the second story. This type of home is most appropriate in a Neighborhood setting in the Contiguous Growth Area, Nodal Development Area, the Regional Employment Area, or the Approved Major Development.

- 7. Low-Rise Multi-Family is a building type and land use associated with a Neighborhood. These small-scale apartment buildings have three (3) to eight (8) units and are typically no more than three (3) stories depending on the character of the Neighborhood. They are built on lots that allow moderate setbacks on all sides. These buildings usually share setbacks with the other homes in the Neighborhood. They may be designed to look like large houses or courtyard apartments. These buildings are most appropriate in Neighborhoods in the Contiguous Growth Area, and Nodal Development Area. This type of building allows for housing variety within a Neighborhood without a dramatic increase in density.
- 8. Multi-Family Complex is a building type that accommodates eight (8) or more dwelling units in a single structure in a concentration of similar buildings. These are the multi-family structures that are typically associated with apartment complexes. The individual buildings may be of a larger scale than the Low-Rise Multi-Family buildings because they are not built in close proximity to single-family units. Multiple structures may be constructed on a single lot. They may be retained as rental units or as owner-occupied units with no land ownership associated with the condominium unit. They are typically built on large lots with perimeter buffers or landscaping to screen them from adjacent uses. These buildings are most appropriate where a higher-density development is desired such as the Regional Employment Area.

# Commercial Components

The following land uses/building types are associated with the purchase, sale, or transaction involving the disposition of any article, substance, commodity or service. They provide the basic building and land use types associated with commercial development.

- **9. Neighborhood Commercial** includes freestanding buildings which are intended to house retail services for local neighborhood needs. The individual buildings are typically between 4,000 and 10,000 square feet and should relate to the residential neighborhood in style, scale, and lot layout. The need for parking with these uses should be minimal as they should be within walking distance of many homes. On-street parking or small lots to the side or rear of structures is encouraged. Typical uses associated with neighborhood commercial include small grocery/convenience stores, specialty retailers, and personal services such as salons and tax services. This type of building or use is most appropriate within Neighborhood Centers in the Concept Areas.
- **10. Community Commercial** includes freestanding buildings or groups of buildings that house retail or personal services for a community-wide

Figures 37 & 38:



Regional Commercial encompasses a variety of building styles and sizes. For example the strip center above could be located in proximity to other "Big Box" retailers within a regional commercial area such as a Gateway.



In areas with a regional focus, even franchise buildings can be designed to have more local character

market. The buildings are typically between 10,000 and 30,000 square feet. Occupants typically rely on capturing drive-by traffic rather than being an attracting destination. Parking with these uses is a major consideration. Appropriate uses in Community Commercial include those from Neighborhood Commercial as well as clothing and home goods retailers, sitdown restaurants, and professional services. While these buildings and uses should relate well to the Neighborhood, they are often located along major corridors and are more automobile-oriented than Neighborhood Commercial. As a general rule the gross leasable area of a Community Commercial area should not exceed 150,000 square feet and land area should not exceed 15 acres. These uses and buildings are appropriate in the Gateways, and the Regional Employment Area, and in limited quantities (less than 60,000 square feet gross leasable floor area) in the Contiguous Growth Area, and Nodal Development Areas.

- II. Regional Commercial includes freestanding buildings and shopping centers designed to house retail services for a regional market. The buildings may be in excess of 30,000 square feet. These buildings and uses serve as a unique destination for traffic from a large geographic area. General uses appropriate in Regional Commercial include large-scale general retail, grocery super stores, discount clubs, warehouse clubs, manufacturer's outlet, specialty retail, offices, personal services, restaurants, automotive-related business, and hotels. Regional Commercial is most appropriate in high-visibility/high-access areas such as the Gateways and Regional Employment Area. Regional Commercial development may occur in concentrations of gross floor area in excess of 150,000 square feet.
- **12. Home Office** refers to a secondary or accessory use within a residential building that does not alter the property's exterior residential character. This use is appropriate in Neighborhoods and in Rural Areas.
- 13. Small-Scale Office refers to buildings which are primarily occupied as a professional establishment to provide direct professional services to consumers, such as insurance agencies, title companies, real estate offices, medical or dental practices, architecture, engineering, or law. These buildings are compatible with the neighborhood scale and should not exceed a 3,000-square-foot footprint, 6,000 square feet, or three stories. They are typically located at points of higher visibility such as at corners of major roads or along Major or Minor Arterials. These buildings and uses are appropriate in the Contiguous Growth Area, Nodal Development Areas, Gateways, Regional Employment Areas, as infill in the Enhancement Area, and possibly the Approved Major Development Area.
- **14. Mid-Scale Office** refers to buildings which are primarily occupied as a professional establishment to provide direct professional services to consumers, such as insurance agencies, title companies, real estate offices, medical or dental practices, architecture, engineering, or law. These buildings

are larger than a typical residential-scale and generally should not exceed 30,000 square feet or five stories. These buildings may be located at key intersections, in office parks (Special Districts), or with commercial uses. They would be appropriate in the Contiguous Growth Area, Nodal Development Areas, Regional Employment Area, and Gateways and possibly the Enhancement Area or Approved Major Development Area.

I 5. Large-Scale Office refers to buildings which are primarily occupied by professional establishments that provide direct professional services to consumers and corporate administrative services. Somewhat like an apartment building, large-scale office buildings may house multiple business tenants in suites. These buildings may exceed 30,000 square feet and building heights will vary. These buildings are generally most compatible with a Town Center or Special District. They are appropriate in the Gateways or Regional Employment Area.

#### Vertical Mixed-Use

16. Vertical Mixed-Use refers to buildings that have commercial uses, office uses, and residential uses in the same building. The uses are typically separated by floor, with commercial and retail or office uses occupying the lower floors, and office and/or residential in the upper stories. This is a traditional building type associated with Town Centers or Neighborhood Centers. These structures provide variety in housing choice near activity centers while capitalizing on ground floor visibility for commercial uses. The scale of these structures varies depending on the context; however, they are at least two stories in height. They are typically set near the sidewalk and have an urban character. The commercial occupants will vary depending on the location, and the residential units may be rentals or owner—occupied (condominium) units. They are appropriate in the Neighborhood Centers of Contiguous Growth Areas, Nodal Development Areas, Gateways, Regional Employment Areas, Enhancement Areas, or Approved Major Development Areas.

#### Industrial

Industrial buildings and land uses are associated with the production or storage of materials or products.

- 17. Warehousing/Wholesale refers to buildings and land uses engaged in the storage, wholesale, and distribution of manufactured products, supplies, and equipment. Heavy truck traffic and noise are often associated with these uses. Buildings are usually large and incompatible with residential development. Warehousing/wholesale buildings and establishments are most appropriate in the Regional Employment Area.
- **18. Light Manufacturing** refers to buildings and land uses engaged in the manufacture from previously prepared materials, of finished products or parts including processing, fabrication, assembly, treatment and packaging of such

Figure 39: Vertical Mixed-Use



Like the other vertically mixed-use buildings shown on previous pages, these structures have been incorporated into a Town Center to mix residential and commercial land uses in the same building.

products, and incidental storage, sales, and distribution of these products. These buildings may vary in scale, and may be in a stand-alone structure or in an industrial park as part of a Special District. Light manufacturing may be compatible with large-scale office uses, warehousing/wholesale, and heavy manufacturing and is most appropriate in the Regional Employment Area.

19. Heavy Manufacturing refers to buildings and land uses engaged in the manufacture or compounding process of raw materials which necessitate the storage of high volumes of raw materials some of which may be highly flammable or toxic. These buildings are usually large-scale, and there may be outdoor storage associated with the uses. Heavy truck traffic may also be associated with these uses. Heavy Manufacturing is most compatible with light manufacturing or warehousing uses, but it is not compatible with the neighborhood-scale or residential uses. Heavy manufacturing is appropriate in Special Districts within the Regional Employment Area.

#### Civic & Institutional

Civic or public uses are important land uses and building types especially in growing areas as the increased growth places greater demand on public facilities and services. These elements should be integrated into development to promote a complete and cohesive community; they may have unique lot configurations within the block structure to allow them to serve as landmark features.

- 20. Civic Services/Semi-Public Uses are developments that include premises used by not-for-profit organizations dedicated to arts, culture, recreation, government, transit, and municipal parking. Typical uses include governmental buildings, convention centers, theaters, libraries, museums, auditoriums, fire stations, police stations, churches and hospitals. They are appropriate in Neighborhoods, Neighborhood Centers, and Town Centers in the Contiguous Growth Area, Nodal Development Areas, Gateways, Regional Employment Area, Enhancement Area, and Approved Major Development Area, and may have unique lot layout to promote their public accessibility.
- 21. Education facilities include a public or nonprofit institution that conducts regular academic instruction at the preschool, kindergarten, elementary, middle school, high school, or trade school level. Generally, an educational facility is of moderate intensity with large lot sizes, low building height and large setbacks. They may be built on moderate-sized campuses with multiple structures or a smaller neighborhood school. Multi-story urban versions of educational facilities are also appropriate when they meet accessibility and State standards for educational facilities. Education is appropriate in Neighborhoods, Neighborhood Centers, and Town Centers in the Contiguous Growth Area, Nodal Development Areas, Gateways, Regional Employment Area, Enhancement Area, and Approved Major Development Area, and may have unique lot layout to promote their public accessibility.

Figure 40: Natural Preserve



Natural Preserve areas should be maintained in an undisturbed state with passive hiking as a limited accessory use.

# Open Spaces

Open spaces are important to the built environment and vary in character and scale depending on where they are located. There is opportunity for open space in even the most intensely developed areas. The following are descriptions of the various open spaces that may be used in the Northside Area.

22. Natural Preserve open spaces are intended to preserve the natural environment to provide natural processes, wildlife, and plants. These areas are maintained in their natural undeveloped status. Recreation opportunities that may be associated with Natural Preserves include passive activities such as hiking or non-motorized boating. Although conservation and preservation at any scale should be encouraged, large land areas preserved in a natural state have a greater benefit for the environment. Natural Preserves may be permanently protected under easements or a trust, or temporarily maintained in a natural status; they may be private land or public land. Natural Preserve areas are appropriate in most Concept Areas of the Northside but are particularly important in the Greenways Area. Natural Preserves are also a predominant component of the Conservation Subdivision described in the Block Types above.

23. Regional Parks are large-scale parks in excess of 100 acres. These are public parks that may include both passive and active recreation opportunities. Regional Parks may contain land in conservation, maintained lawns for informal events, shelters and picnicking areas, biking/hiking trails, equestrian facilities, and ball fields. Regional Parks should be designed to serve the greater regional community with recreation opportunities and open space. Most of the users of these facilities will drive in, so parking facilities will be necessary. They are appropriate in the Rural Areas and in the Greenway, and in Special Districts in the Gateways or Regional Employment Areas.

24. Community Parks are mid-scale parks between 20 and 100 acres. They may include both passive and active recreation opportunities, or they may be specialty facilities that cater to a specific function. Community Parks may contain land in conservation, informal lawns for events, shelters and picnicking areas, exercise trails, ball fields, basketball or tennis courts, playgrounds, or specialty facilities or buildings such as amphitheaters. They should be designed to serve the Northside Area with recreation opportunities and open space. Most of the users will be arriving via car so parking facilities will be necessary. Community Parks are appropriate in the Rural Areas, Regional Employment Areas, and near the perimeter of the Nodal Growth Areas and Contiguous Growth Areas. They may also be considered in the Gateways, Enhancement Areas, and Approved Major Development Area.

- 25. Private Clubs/Parks are privately owned recreation facilities that contribute to the open space and recreation opportunities in the Northside Area. They may vary in scale but are typically in excess of 20 acres. These locations may include golf courses, country clubs, swim clubs, and private/commercial equestrian facilities. The facilities are not publicly owned but may be used for a fee either as part of a membership or on a per diem basis. They are appropriate in Rural Areas, a Contiguous Growth Areas, Gateways, and the Regional Employment Area.
- 26. Linear Parks are of various scales. They are typically part of a network of interconnected green spaces to link larger areas to one another. They are usually publicly owned or available via an easement. They may be located along roadways as part of the corridor, follow streams or rivers to connect conservation areas, and connect within Neighborhoods. Typically they would include bridle, walking or bike trails and would remain relatively passive. They are appropriate throughout the Northside Area.
- 27. Neighborhood Parks are small-scale parks that are between one and 20 acres, an integrated part of the Neighborhood in which they are located, and may include both passive and/or active recreation opportunities. Due to their relatively small-scale, Neighborhood Parks will not provide the wide-range of facilities available in the larger Community and Regional Parks. They may include ball fields, courts, shelters, running/walking trails, play grounds, maintained lawns and areas of trees and landscaping, and water features. Because they are integrated into the Neighborhood, many users should be able to walk to the park. Parking lots in Neighborhood Parks should be minimal. Neighborhood Parks are appropriate in Neighborhoods in the Contiguous Growth Area, the Enhancement Area, the Approved Major Development Area, Nodal Development Areas, and Regional Employment Area.

28. Pocket Parks or Greens are very small-scale parks usually less than one acre, are an integrated part of the Neighborhood in which they are located, and may be either publicly owned and maintained, or privately owned and maintained by entities such as homeowners associations. Pocket Parks typically are maintained green areas with trees and other landscaping. They may occur in the medians of divided roads, at key locations to link a larger trail network within the Neighborhood, at locations that terminate vistas or at entrances to the Neighborhood. Although they are typically designed to provide passive green space, some may include playgrounds. No parking should be provided in Pocket Parks. Pocket Parks are appropriate within Neighborhoods and Conservation Subdivisions in the Contiguous Growth Area, Nodal Development, Gateways, Regional Employment Area, Enhancement Area, and the Approved Major Development Area.

Figure 41:



Neighborhood Parks and Pocket Parks or Greens provide smaller areas of open space within a Neighborhood. Community and Regional Parks are much larger and may be located near the periphery of Neighborhoods or in Rural Areas.

Figure 42:



This is an example where the road is divided into two one way roads and the median serves as a small Green between the homes.

Figure 43:



This is an example of a larger Square with homes on three (3) sides and non-residential buildings on the side where the photo is taken.

Figure 44:



This image shows homes arranged on a Courtyard with vehicular access off of alleys to the rear of the structures

- 29. Squares are small-scale public open spaces usually around one acre, surrounded on all sides by streets, and retained as green space. They are usually minimally paved and include trees and other plantings on a lawn or in a structured garden. They may include features such as fountains, monuments and seating areas. Squares are appropriate in Neighborhoods, Neighborhood Centers or Town Centers as part of the Contiguous Growth Area, Nodal Growth Area, and Gateways, Regional Employment Areas, Enhancement Areas, or Approved Major Development Areas.
- **30. Plazas** are small-scale urban open spaces usually less than one acre; they may be public or private, and they are typically hardscaped and paved with plantings and trees in containers or beds. They may accommodate outdoor dining, seasonal events, or seating areas. They are most common in more densely developed areas such as Town Centers or near commercial or office uses. Plazas are appropriate in the Contiguous Growth Area, Nodal Development Areas, Gateways, Regional Employment Area, Enhancement Area, and Approved Major Development Area.
- 31. Courtyards are uncovered open spaces that may or may not have street access. They are very small semi-private or private spaces surrounded on at least three sides by a single building or multiple buildings. They are typically associated with large single structures such as apartments or office buildings, but may also serve as the primary access for single- or multi-family residential buildings. Courtyards are often formally landscaped and not hard-paved like a plaza and may include trees, lawns, and other plantings, with paved paths. They add open space to the area and provide green areas in a Neighborhood. Courtyards are appropriate in the Contiguous Growth Area, Nodal Development Areas, Gateways, Regional Employment Areas, Enhancement and Approved Major Development Areas.

#### **ROAD TYPES**

The City of Aiken has a very unique historic street pattern with park-like medians on all streets in the Town's original grid. While it is unlikely this exact pattern of streets will be replicated in new development throughout the Northside, cues should be drawn from the example of Old Aiken for quality public rights-of-way.

**Roads** are local, slow-movement thoroughfares suitable for rural areas. Roads provide frontage for low-density buildings such as houses. A road tends to be rural in character without curbs or striped on-street parking; it may have clustered plantings and paths instead of sidewalks.

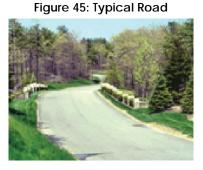


Figure 46: Typical Road Cross Section

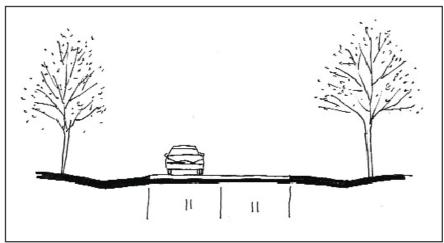
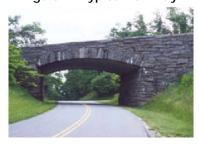


Figure 47: Typical Parkway



**Parkways** are long-distance thoroughfares traversing open countryside. A parkway should be relatively free of intersections or driveways and be designed in conjunction with landscaping including a variable width median.

II II VARIES II II

Figure 48: Typical Parkway Cross Section

Figure 49: Typical Drive



**Drives** are thoroughfares along the boundary between an urbanized and a natural condition, usually along a waterfront, a park, or a promontory. One side of a drive has the urban character of a street or boulevard, with sidewalk and buildings, while the other has the qualities of a road or parkway, with naturalistic planting and rural detailing.

Figure 50: Typical Drive Cross Section

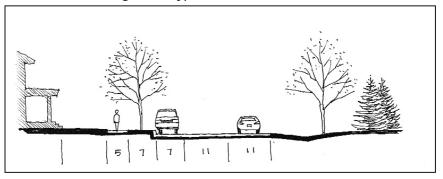
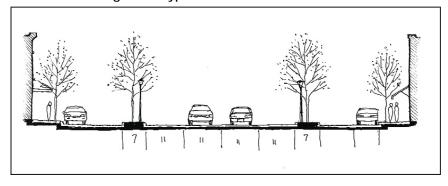


Figure 51: Typical Boulevard



**Boulevards** are long-distance thoroughfares traversing an urbanized area. A boulevard is flanked by parking, sidewalks, planters and buildings.

Figure 52: Typical Boulevard Cross Section



**Avenues** are limited distance, free-movement thoroughfares connecting civic locations within an urbanized area. Unlike a boulevard, its length is finite and its axis is terminated, usually at a "T" intersection.

Figure 53: Typical Avenue



Figure 54: Typical Street



**Streets** are local, slow-movement thoroughfares suitable for urbanized areas. Streets provide frontage for higher-density buildings such as homes, offices, shops, apartment buildings, and row-houses. A street is urban in character, with raised curbs, closed drainage, wide sidewalks, parallel parking, and trees in individual planting areas.

Figure 55: Typical Street Cross Section

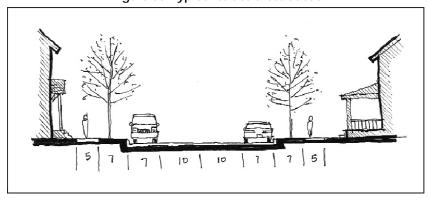


Figure 56: Typical Main Street



Figure 58: Typical Alley

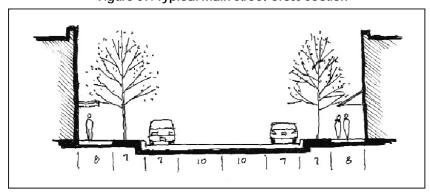


Figure 59: Typical Path



Main Streets are local, slow-movement thoroughfares suitable for urbanized areas. They occur where a high-traffic thoroughfare such as a State Route enters an urbanized area and narrows and slows. They are often the primary thoroughfare in a Neighborhood or Town Center. As in Old Aiken, they may also have parking or a landscaped median in the center.

Figure 57: Typical Main Street Cross Section



**Service Lanes or Alleys** are narrow access rights-of-way to the rear of urban buildings providing service areas, parking access and utility easements. Alleys, as they are used by trucks and must accommodate dumpsters, should be paved from building face to building face with drainage usually accommodated by an inverted crown at the center.

**Paths** are pedestrian ways traversing a park or countryside. Paths should connect directly with the sidewalk network at the urban edge.



## Transportation Improvements



#### **CHAPTER 7 CONTENTS**

Overview	74
Major Thoroughfares	74
New Major Thoroughfares	74
Improvements to Existing Roads	77

Transportation Improvements describes the improvements and additions to the major thoroughfares in the Northside Area that should be considered to improve connectivity and provide additional capacity as the area grows.

#### **Transportation Improvements**

#### **OVERVIEW**

One of the principles of this Plan is to improve the connectivity in the Northside Area, and to achieve that goal this Chapter provides guidance to identify the locations for new major thoroughfares and where improvements to existing thoroughfares could be made. Another of the principles that relates directly to transportation improvements indicates that a range of transportation choices will be considered. This Chapter details the recommended improvements to the major transportation network as well as policies to guide decision-making related to local street networks and transportation.

#### **MAJOR THOROUGHFARES**

The Major Thoroughfare Plan on page 77 includes recommended conceptual alignments for six new minor arterial thoroughfares and nine new collector thoroughfares. These roadways are proposed to improve connectivity and accommodate accessibility as the Northside Area captures growth; they could be completed in phases as development occurs to serve the expanding population. The parenthetical numbers indicated the possible phasing.

#### New Major Thoroughfares

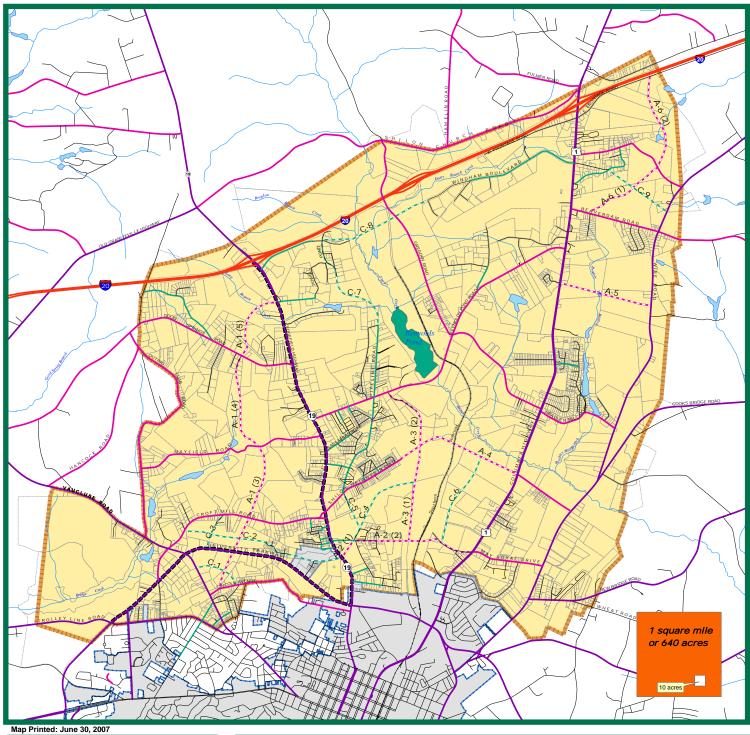
The new routes are shown on the Major Thoroughfare Map on the following page and are described below.

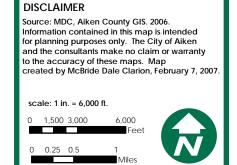
#### Minor Arterials

**A-I** is a north-south Minor Arterial that connects from Lincoln Avenue east of Vaucluse Road and proceeds northeast to intersect University Parkway, Croft Mill Road, Mayfield Road, and Good Springs Road. This concept road then terminates at Edgefield Highway (State Route I) opposite Powell Pond Road. This thoroughfare should be completed in phases as development occurs within the Northside Area to provide access and capacity. The portion from Lincoln Avenue to Croft Mill Road should be designed as a Boulevard. The portion from Croft Mill Road north should be designed as a Parkway.



#### MAJOR THOROUGHFARE PLAN





#### Legend

Rivers and Streams

Railroads

City Limits

Lakes & Ponds

Reynolds Pond

Northside Study Area

#### **Existing Roads**

Local Roads

Collector

Minor Arterial

Major Arterial

Limited Access Highway

#### **Concept Roads**

Collector

Minor Arterial

widening ...

The locations of concept roads is provide as a general recommendation. The precise allignment will need to be determined at a future time during project development and engineering.

- A-2 is an east-west Minor Arterial thoroughfare located within the Contiguous Growth Area. Its western terminus is located on Edgefield Highway just south of Balltown Drive, and proceeds east crossing the Southern Railroad with it eastern terminus opposite May Royal Drive on Columbia Highway (U.S. Route 1).
- **A-3** is a north-south Minor Arterial with its southern terminus on concept road A-2 just west of the Southern Railroad Crossing, which proceeds northward and terminates on Reynolds Pond Road between Pipeline Road and Shaws Creek. It is approximately two miles long and should be designed as a Boulevard.
- **A-4** is an east-west connector extending Shiloh Heights Road and connecting into Columbia Highway. It should be designed as a Drive as it provides a perimeter to the urban development.
- **A-5** is an east-west Minor Arterial between Columbia Highway opposite Tara Erin Lane, approximately ½ mile south of Reynolds Pond Road, and connecting into Wire Road about one mile south of Beaverdam Road. The proposed arterial is just over one mile in length and should be designed as a Road.
- **A-6** is a north-south route serving as the primary arterial in the eastern portion of the Regional Employment Area. The concept road is two segments totaling just over two miles and connects from Beaverdam Road east of Columbia Highway and links back to East Frontage Road about one mile from Columbia Highway. A-6 should be designed as a Boulevard.

#### Collectors

The following Concept Collector Roads are proposed to provide local access to portions of the Northside Area.

- C-I is a Collector connecting Vaucluse Road to Lincoln Avenue. It is approximately I/2 mile in length and provides a collector for local roads in the southwestern portion of the Contiguous Growth Area. C-I should be designed as a Street.
- C-2 is an east-west collector linking Croft Mill Road to Edgefield Highway following the right-of-way of Summer Place and connecting into A-2 at Edgefield Highway. This concept road is 1.95 miles and should be designed as a Street.
- C-3 is a 1/2 mile north-south collector that connects University Parkway 1,360 feet east of Vaucluse Road to Croft Mill Road 185 feet west of Sand Croft Court. C-3 should be designed as a Street.

- **C-4 is** a one mile Collector linking A-2 and A-3 to provide local access to the north central portion of the Contiguous Growth Area. C-4 should be designed as a Street.
- **C-5** is a north-south Collector, linking Shiloh Heights Road about 1/2 mile east of Edgefield Highway to the C-4 Collector at Butler Circle. C-5 is about 1/2 mile in length and should be designed as a Street.
- **C-6** is a north-south Collector linking Kaolin Road 1/2 mile west of Columbia Highway to Concept Road A-4 1/2 mile west of Columbia Highway. The Road is just over a mile in length and should be designed as a Street.
- **C-7** is a north-south Collector linking Pipeline Road to Powell Pond Road and on to West Frontage Road. C-7 is about 1.5 miles in length and should be designed as a Street.
- C-8 is an east-west collector linking West Frontage Road to Windham Boulevard. This Collector traverses the sensitive wetlands and watershed area of Shaws Creek. C-8 is about 1.5 miles in length and should be designed as a Street.
- **C-9** is an east-west collector extending Windham Way to connect into Wire Road 1,380 feet north of Beaverdam Road. C-9 is 0.86 miles in length and should be designed as a street.

#### Improvements to Existing Roads

State Route 19 (Edgefield Highway) and University Parkway west of Edgefield Highway are two existing roads, which the public and Task Force indicated should be considered for widening and pedestrian improvements to the rights-of-way. Although conclusive traffic studies were not completed as part of this Plan, these roads should be monitored, and as development continues they should be evaluated to determine if widening is warranted. Primary concerns include capacity to move traffic and safety related to access.



## Implementation Approach



#### **CHAPTER 8 CONTENTS**

Land Use	80
Land Use Regulation	80
Design Guidelines or Standards	82
Rural Character, Open Space, and Historic Resource	
Preservation	82
Infrastructure and Community Facility Policies	84
Economic Development & Fiscal Impact of Growth	<i>85</i>
County Coordination	87
Implementation Oversight	88
Conclusion	88

The Implementation Approach describes the necessary actions to ensure the Plan comes to fruition. . .



#### Implementation Approach

#### **OVERVIEW**

There is the potential for significant change for the Northside Area. The recommendations in this Plan grew out of an intense process of analysis, consideration of alternative approaches, public outreach, and consensus-building. While this process achieved agreement on many important concepts, the Plan will only be meaningful if there is follow through on actions needed to implement the Plan.

The Northside Area is vulnerable for two key reasons: I) there is current and anticipated development pressure, and 2) there is no current plan to direct the location and character of development, or infrastructure needs. Because of this, the City took the initiative to craft a vision for this area, but the City alone cannot ensure implementation. In fact, the overarching challenge facing the implementation of this Plan is that the Northside Planning Area is not within the City of Aiken's jurisdiction unless the City is providing water or sewer services to the development. While on the surface it may seem presumptuous for the City to be planning for land in the unincorporated County, the reality is that if growth occurs in this area as anticipated in this Plan, the City may be required to provide services and some of the area could ultimately end up under jurisdiction of the City. The City is merely planning responsibly for that eventuality.

On the other hand, this Plan recommends that much of the land in the Northside Area remain low-density and rural in character; it is likely that this rural land will remain in the unincorporated County indefinitely. For this reason, preservation of the Rural Concept Areas will require Aiken County's support of the Plan and cooperation in implementation of it. With this background, the implementation of this Plan should involve the seven-point approach described below:

- 1. assess and modify existing land use regulations to the extent necessary to support the recommended development forms;
- create and adopt appropriate design guidelines or standards to support the recommended development forms and character;

- 3. assess and adopt appropriate tools for protection of rural character, natural resources, and historic resources;
- 4. assess necessary infrastructure and community facility improvements or expansion to serve growth, particularly as associated with the recommendations of the Plan and support these policies;
- monitor fiscal impacts of growth based on 2006 report and review economic development policies and practices relative to the recommendations of the Plan and provision of additional facilities, and adopt necessary modifications;
- explore coordination, collaboration, and cooperation between the City and County on plan recommendations; and
- 7. conduct oversight of the implementation of the Plan.

The approach for each of the actions is described in detail below under five broader categories including: Land Use, Infrastructure and Community Facilities, Fiscal Impact and Economic Development, Coordination, and Oversight.

#### LAND USE

The land use recommendations of this Plan address a dichotomy of land use forms. On one hand there is a set of recommendations that address the development aspect of land use and identify where concentrations of homes and businesses should be located. On the other hand, areas in the Northside have been identified for preservation in their natural state or as rural agriculturally focused land areas. The perpetuation of both the rural/natural areas and more urbanized developed areas will maintain the Aiken Area as a town within rural surroundings—an attribute that has been valued in this area and is a specific component of what makes Aiken a desirable place to live.

There are three primary implementation actions that should be taken to ensure the land use character as recommended in this Plan is achieved. Those actions are the assessment and modifications of land use regulations, creation and adoption of design guidelines or standards, and creation and adoption of appropriate tools to preserve rural areas and natural resources.

#### Land Use Regulation

This Plan recommends land use categories, or development "building blocks" that would result in land use patterns and forms that are different from the conventional suburban pattern that have been the norm for recent development, particularly on the south side of Aiken. Interestingly, many of recommendations in this Plan call for forms of development that are more reflective of earlier traditional patterns in the City. These forms include mixed-use town centers, traditional neighborhoods, and neighborhood centers.

1 Primary Implementation Action

Assess and modify existing land use regulations to the extent necessary to support the recommended development forms.

Land use development regulations can and should assist in development control as well as preservation of rural character. As part of the implementation of this Plan, the existing land use regulations will be evaluated to determine the extent to which they need to be modified to provide the tools to support the patterns and forms called for in this Plan. In the case of extension of City water and/or sanitary sewer utilities, or annexation requests the City will need to be prepared to implement the recommendations of the Plan; conversely if the land remains in the unincorporated County, County regulations will apply to the land. The following should be assessed and modified accordingly:

- whether new zoning districts are needed, or whether existing districts can be applied successfully;
- whether amendments to agricultural zoning districts are necessary to protect rural character by applying appropriate densities in the Northside<sup>7</sup>;
- whether existing development standards (landscaping, signage, parking, storm water management, access, etc.) are adequate;
- whether the current regulations adequately define and regulate uses and mixtures of uses as proposed in this Plan;
- whether the current development regulations adequately guide the basic form and character of structures;
- whether the development standards in the Land Development Regulations (formerly Subdivision Regulations) for public improvements such as roads and sidewalks are adequate to implement this Plan; and
- whether existing development review procedures are adequate to implement the Plan.

The assessment and updating of the Land Use Regulations and Zoning Ordinance will follow the steps below.

- I. Analysis of existing regulations relative to this Plan
- Diagnosis of ways in which the current regulations are able to accomplish the Plan and ways in which they are deficient relative to the Plan
- 3. Consideration of alternative approaches and proposed preferred alternatives
- 4. Drafting of an annotated outline of proposed regulatory changes
- 5. Drafting of regulatory changes
- 6. Adoption of changes

Adopted by Aiken City Council January 28, 2008

<sup>&</sup>lt;sup>7</sup> It is likely that the Rural Concept Areas will not become part of the City, so the City will not likely be able to regulate development density in these areas. The Plan recommends reducing the development density in the Rural Concept Areas to one unit per 20 acres. When development pressure increases in the Northside, it is possible that this land could be developed at approximately 1 unit per acre under current County regulations, resulting in a loss of rural character. In order to use land use regulations to help preserve rural character, the County should consider evaluating and modifying its land development regulations to ensure this recommendation is carried out.

## 2 Primary Implementation Action

Create and adopt appropriate design guidelines or standards to encourage the recommended development forms and character.

## Primary 3 Implementation Action

Assess and adopt appropriate tools for protection of rural character, historic and natural resources.

#### Design Guidelines or Standards

It is anticipated that new design guidelines or standards for site layout and building design will be necessary to implement this Plan. One of the core principles of this Plan is that the new forms of development proposed must meet the highest standards of quality and design in order to be sustainable over the long-term. While the City has made excellent progress over the years in continuing to raise the bar on quality development, those must apply to the growth in the Northside Area for this Plan to be successful. The adopted design guidelines for the downtown and historic overlay district are examples of the efforts made by the City to promote new development that is in character with the existing fabric of the City. A similar form-based document could be created to address new development in growth areas based on the Growth Concept Areas. Design standards and/or form-based development regulations will be explored that address site layout, building shape and configuration, massing and scale, materials, design relationship to streets, parking layout to minimize the use of large expanses of parking, pedestrian friendliness, natural and historic resource conservation, vehicular access and circulation, signage, landscaping, and other design features.

#### Rural Character, Open Space, and Historic Resource Preservation

While land use regulations are one way to help protect rural character, open space, and even historic resources in the Northside Area, there are other tools that could be utilized to these ends. The City will work with the County to determine if adequate tools are in place to ensure the protection of the rural character and natural areas. The tools which may be considered are described below and generally fall under four categories:

- 1. Public Acquisition of Land or Development Rights
- 2. Conservation Development Techniques
- 3. Landowner Voluntary Conservation
- 4. Agricultural Preservation
- 5. Historic Resource Identification and Preservation

All of these tools can be explored further in the Open Space Plan currently being drafted, and decisions regarding areas to be protected should be guided by the findings of that plan.

#### Transfer of Development Rights

Transfer of Development Rights (TDR) programs are typically used to preserve open space, agricultural land or ecologically sensitive areas, or historic buildings/properties. The program allows the detachment of development rights from one piece of land (that which is being preserved) and transferred to a sending area where the development rights can increase the development density on a particular tract of land which otherwise would be required to develop at a lower density by current development regulations.

TDR's can be administered in two ways through the zoning regulations.

- The sending and receiving parcels are identified as an overlay on the Zoning Map through an amendment process, or
- As a text reference in the Zoning Ordinance that allows for the creation of sending and receiving areas without an amendment necessary for each case.

The TDR program must be administered through a process where the number of development credits for each sending area parcel in terms of dwelling units per acre or square feet of non-residential building area is determined and a certificate is issued to the transferor. The credits/certificate can then be purchased for and attached to the receiving parcel.

The receiving areas must be planned carefully to ensure that adequate public facilities and services are available to support the increased development.

If a receiving area is not designated, the local government or other non-profit organization may purchase the development rights and offer them for sale at a later time; this is often accomplished through a TDR Bank that can be funded by donations or other means.

#### Public Acquisition of Land or Development Rights

Public Acquisition of Land or Development Rights involves the purchase of land by either the City or County or some designated agency. The purchase decisions will be influenced by a number of factors including availability of land, land location, and contribution to the overall objectives of the community, and available resources. The City's open space planning effort currently in progress should be used to identify potential land areas for protection via acquisition.

In addition to outright land acquisition, a transfer of development rights or purchase of development rights program could be explored. This action would allow the protection of specified locations in an undeveloped status, and in the case of a Transfer of Development Rights Program, increase development intensities in sending areas, while mitigating the impact on the property value of land designated for protection.

#### Conservation Development Techniques

Conservation development techniques fall into the classification of a land use regulation. This method requires the adoption of specific regulations that provide for land development and subdivision that requires a percentage of the land area be set aside for conservation of natural areas or agricultural areas to protect open space. This can be accomplished through zoning and land development regulations and should be considered when conducting an evaluation of these regulations.

#### Landowner Voluntary Conservation

Private landowners can preserve significant areas of open space through voluntary actions that can be financially beneficial. This option allows land owners who do not wish to develop their land to continue living on the land and use it as they have while benefiting the community through protection of open spaces. Landowners may donate the development rights and entrust the land to a conservation organization, resulting in various tax benefits.

Conservation easements can also be employed to protect land in an undeveloped state through private landowner and conservation organization activities. This option can be particularly useful in communities where open space is an expressed community value yet landowners are experiencing moderate development pressure. Some methods related to private conservation include: outright donation of the land; a bargain sale to public agency or conservation organization with positive tax benefits; donation with a reserved life estate; bequest in owner's will; or limited development of property with conservation of most significant natural areas.

#### Agricultural Preservation

Agricultural activities can be protected from development pressures by employing a number of techniques including the creation of agricultural preservation areas where farming or agricultural activities are promoted, and purchase of easements on agricultural land through the same means as natural open spaces while allowing the continuation of agricultural activities.

#### Historic Resource Identification and Protection

It may be beneficial to conduct a study to inventory the historic resources throughout the area and evaluate their suitability for protection. Many of the practices outlined above can be applied to protect valuable historic resources.

#### Primary Implementation

Infrastructure and community facility policies relative to providing services to the Northside Area will be assessed and updated as needed.

Action

4

#### INFRASTRUCTURE AND COMMUNITY FACILITY POLICIES

New growth creates demand for public infrastructure and facilities including road improvements, utilities, public facilities such as police and fire, libraries, schools, parks and recreation, and others. As part of the implementation of this Plan, the how these facilities will be provided both in quantity and quality should be planned. The fiscal implications of infrastructure and community facility provision are tightly linked to the economic development recommendations in the following section.

Specifically, infrastructure and facility policies relative to providing services to the Northside Area will be assessed and updated as needed. However, as is discussed elsewhere in this Plan, the amount and pace of growth in this area is uncertain and cannot be predicted; it is prudent to assume that growth pressure is likely to increase in this area, but there is no way to predict how soon that pressure is likely to occur. Therefore, it would be difficult to engage in short-term capital improvement planning, such as preparing road and utility plans (beyond those contained in this Plan), or estimating future costs of capital facilities based on this Plan. Such efforts would be premature and would not likely be productive.

On the other hand, the City and County will need to prepare to provide needed community facilities as growth pressure begins to occur. For this reason, as part of the implementation of this Plan, infrastructure and public facility policies and practices will be evaluated to make sure that the principles below are addressed in current policies, and if not, how best to implement them.

 Infrastructure and public facility policies identify when and how requests for service extensions and development will be handled.

- Adequate infrastructure and other public facilities will be provided concurrent with new growth and development, not in a reactive mode after the fact.
- Adequate levels of services are identified and anticipated in capital improvement plans.
- Infrastructure and public facilities are sized and designed to accommodate anticipated growth in the entire planning area.
- The costs to provide infrastructure and facilities are fairly allocated so that new growth is paying its own way.
- A program of capital facility planning is implemented that allows for shortand long-term action in the area.

#### ECONOMIC DEVELOPMENT & FISCAL IMPACT OF GROWTH

Should development of the Northside be encouraged to happen, or simply be addressed when and if growth happens? The idea that the City and/or County can act as agents to influence the market or can be prepared to respond to the market with appropriate regulations to manage growth has be prevalent in the development of the Plan. During the process of preparing the Plan and listening to the public, both approaches were heard. Some would prefer to see the area remain as is, but recognize that protections need to be put into place if development occurs, while others would like to actively encourage development of the area. The Concept Areas and land uses recommended in this Plan address the kind of development that should occur, but do not prioritize which areas should develop first or even the kinds of development that should occur first.

As part of the implementation, the economic costs and benefits of encouraging the land uses recommended will be monitored. While economic impact is only one aspect, it is an important component of this policy issue, with two critical sides: I) using economic development as a tool to encourage certain types of development (i.e. increase jobs and businesses located in the Aiken area), and 2) balancing non-residential growth with residential growth to create a positive fiscal result.

As part of the implementation of the Plan, attention will be given to whether certain recommendations should be encouraged to develop before, or in conjunction with others. This Plan includes a full range of land uses, from agriculture, and residential to industrial—some of them, such as those in the Regional Employment Centers, may have positive local and regional benefits that make it desirable to actively encourage them through service provision or other incentives. Others uses, such as the residential uses, may be beneficial in providing new housing and living options, but may not have other tangible positive economic benefits; thus it may be best to simply be prepared to

## Primary Implementation Action

Monitor fiscal impacts of growth based on 2006 report and review economic development policies and practices relative to the recommendations of the Plan and provision of additional facilities, and adopt necessary modifications.

adequately regulate those uses and provide them with public facilities upon request, but not otherwise encourage them through incentives.

In 2006, the City commissioned the Strom Thurmond Institute to prepare an assessment of the fiscal impact of population growth on the City. The conclusion of that assessment was that if growth continued in accordance with historic trends, providing municipal services to new residents and businesses in the City Limits of Aiken would result in a relatively small fiscal deficit<sup>8</sup>.

The recommended land development forms and patterns in this Plan differ from the trends of growth experienced on the south side, which was the primary influencing factor for the 2006 Fiscal Impact Report. Growth in the Northside Area should be monitored over time for signs of differing fiscal impacts than those indicated in the 2006 report.

Monitoring the fiscal impacts of growth will help the community arrive at a policy as to which, if any, of the proposed land uses to actively encourage to help boost economic development and ensure the community maintains a good balance between non-residential and residential development. The implications of this Plan should be shared with economic development organizations (The Lower Savannah Council of Governments, and the Economic Development Partnership of Aiken and Edgefield Counties) to assess which of the recommendations could be coordinated with regional economic goals and objectives.

When introducing new development forms and types into a community, there can be opposition by elected officials and developers who think the resulting product will not be in demand or may have a lower value than traditional suburban-style development. In other communities, the alternative forms of development recommended for the Northside have had positive economic benefits for both the public and private interests associated with development. A Market Potential study could be conducted to provide support for the recommendations regarding mixed-use development and a mix of housing products that includes different-sized units as well as a range of ownership and community options.

These tools offer the community a way to monitor and understand development trends and the impacts on the community's ability to provide services and facilities. So while the land use recommendations should regulate what growth looks like and where it occurs, the economic and fiscal policies the community adopts can help influence when growth occurs and may indicate when or if the community needs to actively pursue economic development opportunities.

<sup>&</sup>lt;sup>8</sup> Conclusion of "An Assessment of the Fiscal Impact of Population Growth on City of Aiken South Carolina" prepared by the Strom Thurmond Institute, 2006.

#### 6

#### Primary Implementation Action

The City will ask the County for cooperation on several aspects of potential County involvement for the implementation of this Plan.

#### COUNTY COORDINATION

Aiken County chose not to participate in this Plan as a formal partner, but provided input through several informal routes. First, representatives of County Council participated in many of the Task Force and public meetings. Second, County staff was briefed on the progress of the Plan. Finally, and perhaps most importantly, this Plan was developed based on input from two large public meetings which included many County residents from the planning area.

While this participation was helpful, additional and more in-depth County participation will be requested for this Plan since much of the area is likely to remain unincorporated in the future. The key areas where close coordination is needed are open space and rural protection, provision of road infrastructure, and application of the policies in the Enhancement Areas, the Greenways, the Rural Areas, and the Gateway Areas. As part of the implementation of this Plan, the City will ask the County for cooperation on several aspects of including the following:

- County adoption of the Plan as County planning policy;
- establishment of a joint committee to oversee the implementation of the Plan:
- regular sharing of information relative to development trends, patterns, opportunities, and constraints to positive change in the area;
- County regulations, policies and practices consistent with this Plan;
- cooperation in infrastructure and public facility planning, particularly in utility extension and road improvement, and coordination of economic development activities;
- collaboration on a joint update of land use regulations for the area;
- coordination of gateway land planning and development approval;
- coordination of greenway planning and development approval;
- assessing and/or developing policies and practices to preserve rural and environmentally sensitive areas such as decreased development densities, and conservation subdivision options;
- collaboration on property maintenance regulation and enforcement; and
- coordination on joint community reinvestment strategies, particularly for the "Enhancement Areas".

## 7 Primary Implementation Action

Progress of the implementation of the Plan and circumstances that may warrant updating or review of the Plan's recommendations will be monitored on a regular basis.

#### IMPLEMENTATION OVERSIGHT

Although this Plan is intended to define the ultimate vision for the Northside, it is prudent to evaluate the recommendations and the progress of implementation on a regular basis, particularly in regard to the progress associated with inter-jurisdictional coordination. It is recommended that an Implementation Oversight Committee be established to provide guidance on the various implementation actions recommended above. The existing Task Force is a good source for membership to this committee in addition to other members from the County or specialized organizations that can provide technical support to the various efforts.

Additionally, the City and County should consider a review of the policies and implementation progress at least every five years and recommend amendments to the Plan to keep it relevant to the development climate. While there may be additional events that indicate review of the Plan, the following are some events that may warrant a review and possible amendment of the Plan:

- data (including 2010 U.S. Census, or ) that shows a change in growth/development trends in the Northside Area which vary from those recommended in the Plan;
- proposal or approval of a large development in or near the Northside Area; or
- changes in State or Federal Regulations relative to land use regulations and plans, service provision, or annexation.

#### CONCLUSION

The Northside Comprehensive Plan is unusual in that the City is attempting to prepare for growth pressures that have not yet occurred in an area that is adjacent to the City Limits. As such, it is very forward thinking. While this Plan is based on sound planning principles and policy, the uncertain nature of the magnitude and timing of growth pressures makes it difficult to recommend specific implementation steps. This chapter attempts to establish a framework of future implementation that addresses key dimensions of growth: regulatory, infrastructure, economic, and jurisdictional. If these dimensions can all be adequately addressed, the Northside Area can grow in such as way that both the City and County can be proud and which generates positive benefits for the region as a whole.



# Glossary & Appendix



#### **CHAPTER 9 CONTENTS**

Glossary

Appendix A-Existing Conditions Report

Appendix B-Public Meeting Results (November 8, 2006)

Appendix C-Public Meeting Results (March 25, 2007)

The Glossary and Appendix contains general definitions related to the Plan and supporting documents from the planning process

#### Glossary

**Density** 

**Character** The visual and social features of a physical area which create a

unique identify from other similar places. Often closely related to the form of the place, character can be defined by the landscaping, natural features, open spaces, types and style of housing, and number and size of roads and sidewalks.

of nousing, and number and size of roads and sidewalks.

Form The spatial configuration of development including elements

such as lot configurations, block sizes, structure types, road types, and open spaces. Typically identified as Urban, Suburban, or Rural, the form indicates a general or typical

The number of dwelling units permitted per acre of land.

character of an area.

**Intensity** The ratio of developed or built area in relationship to total

land area. Often used in describing mixed-use developments which include both residential units and non-residential building area, or non-residential building area in relationship to land area. Urban areas have higher development intensity

than rural areas.

**Mobile Home** See definition of Manufactured Housing below.

Manufactured Housing (As defined by the Department of Housing and

Urban Development (HUD)) A structure, transportable in one or more sections, which in the traveling mode, is eight body feet or more in width or forty body feet or more in length, or , when erected on site, is three hundred twenty or more square feet, and which is built on a <u>permanent chassis</u> and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air-conditioning, and electrical systems.

**Modular Housing** A dwelling unit constructed on-site in accordance with local or State code and constructed of components substantially assembled off-site for final assembly on a permanent foundation.

Node or Nodal A common urban planning term which referees to an identifiable grouping or cluster of uses were a geographic identity is created due to variation from the surroundings.

#### **Open Space**

Any land or area intended to provide outdoor spaces that are either preserved in a natural state, or improved to provide opportunities for passive or active recreational activities or resource protection, excluding parking areas, yards and buildings.

#### **Principles**

A fundamental rule or concept established as an ideal or goal statement of a desired end-state to aspire toward.

#### **Policies**

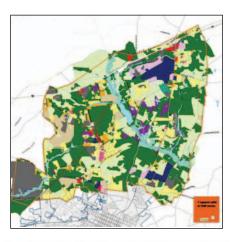
A general rule for action focused on a specific issue, derived from more general goals or principles. In this case specific statements of principle or guiding actions that implied clear commitment but are not mandatory. A general direction set by a governmental agency to follow in order to meet its future goals.

#### **Sustainability**

The maintenance or enhancement of economic opportunity and community well-being which protects and/or restores the natural environment upon which people and economies depend, also development or building practices and products that meet the needs of the present without compromising the ability of future generations to meet their own needs. Durability is a good step toward sustainability because the materials will not need to be replaced as frequently as nondurable materials.

#### Appendix A: Existing Conditions Report

**JANUARY 11, 2007** 









#### **EXISTING CONDITIONS REPORT**



PREPARED FOR
THE CITY OF AIKEN, SOUTH CAROLINA

PREPARED BY
MCBRIDE DALE CLARION

IN ASSOCIATION WITH ACP-VISIONING & PLANNING, LTD

JANUARY 11, 2007

#### Table of Contents

Overview	
Demographics & Housing	
Population Forecasting & Land Demand Analysis	
Parcel Size Analysis	
Existing Land Use Inventory	
Existing Road Network	
Land Development Status Analysis	
Resource Identification	
Water & Sewer Service	

#### Overview

#### Introduction

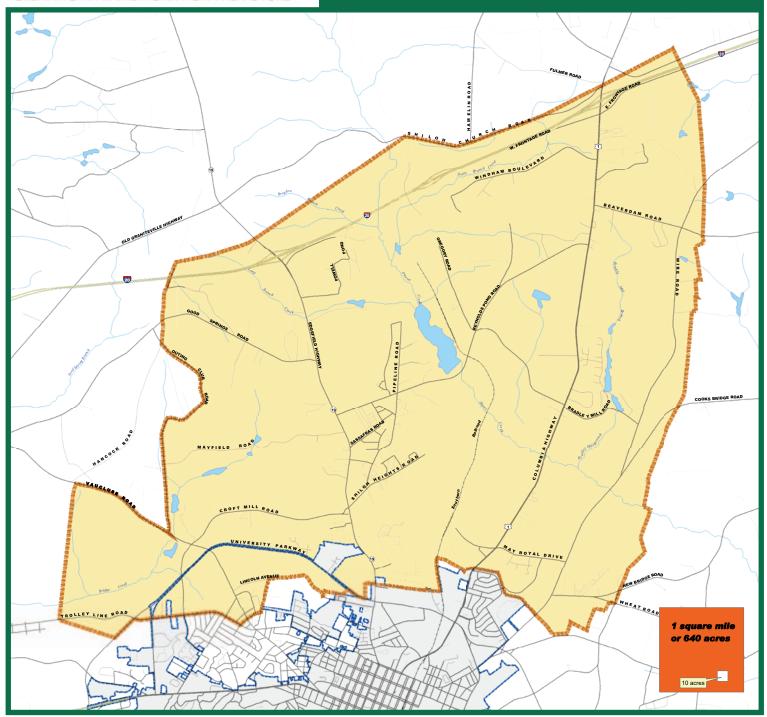
McBride Dale Clarion (MDC) in association with ACP-Visioning and Planning, Ltd. (ACP) prepared this report for the City of Aiken as part of the Northside Comprehensive Plan, to prepare for future growth in the northern portion of the City's water and sanitary sewer service area. This report contains a summary of data and maps that synthesize existing physical data for a focused identification of the issues to be addressed in the final Plan. The demographic characteristics, geography, parcel configuration, access, existing land use patterns, and service availability all play important roles in planning for future development and growth in the Northside Study Area. These summaries and assessments establish a framework for the final Plan.

#### **The Study Area**

The map on the following page shows the Northside Study Area. The 33-square-mile area generally encompasses the City of Aiken's water and sanitary service area from the northern boundary of the City, north to Shiloh Church Road just beyond Interstate 20. The Study Area includes both the Edgefield Highway (SC Route 19) and Columbia Highway (U.S. Route 1) corridors, and extends east beyond Wire Road and west to Rebel Road and Outing Club Road including the land planned for the Trolley Run Station developments.



#### Study Area



Map Printed: January 8, 2007

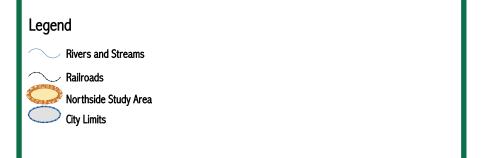
#### DISCLAIMER

Source:Various GIS layers from the City of Aiken. Information contained in this map is intended for planning purposes only. The City of Aiken and the consultants make no claim or warranty to the accuracy of these maps. Map created by McBride Dale Clarion, January 7, 2007.

scale: 1 in. = 6,000 ft.

0	1,500	3,000	6,000
0	0.25	0.5	Feet  1 Miles





#### **Key Findings**

The following are the key findings of this analysis. The following sections of this report detail the assessment which led to these conclusions.

- 1. There is a diverse population in the Study Area, and this factor deserves respect as the planning process progresses as there may be varying opinions about what should happen in this area.
- 2. The Study Area appears to have an adequate supply of large parcels of land that are in a relatively unimproved state to supply developable land in the future. However, access to these locations will be critical, as the existing street network does not provide access to all of these areas.
- 3. Without a significant change in trends, either through a new economic engine, or a change in the market for second homes in this area, it is unlikely that growth would be accelerated beyond the forecasted amounts in this document.
- 4. The existing road network in the Study Area provides good regional access via routes 1, 19, and Interstate 20. However, a strong interconnected local network is missing and new eastwest connections are needed to ensure ongoing access and development opportunities in the Study Areas, especially in the locations with some of the larger parcels.
- 5. Even at very optimistic growth rates, the Study Area has adequate land area to accommodate growth for the next 20 years and beyond. With more than 15,000 acres of land potentially available for growth, there is adequate room to accommodate a high end demand of 8,300 acres of residential growth in addition to non-residential growth in the Study Area beyond a 25-30-year horizon.
- 6. With the excess supply of land in comparison to demand, the resources in the area do not significantly restrict the capacity of land. Aside from soil limitations to on-site septic and the wetland areas, there are few areas that would not hold some development potential.
- 7. Sewer and water main lines are present in the Study Area and should be adequate to tie new growth into the system. In fact, because the infrastructure is already in place, the potential cost of serving new development in this area may be less than doing so elsewhere. However, additional sources for water will be needed to provide service to a growing population in the water service area. There is adequate capacity for sewer treatment and growth can be accommodated.

#### Demographics & Housing

#### Overview

Identifying demographic information for sub-areas can often be challenging when local records are not kept for such data. The Study Area is not a standard statistical area for the Census and is a small portion of a much larger regional area. MDC could not identify a source of singular reliability for demographics for the Study Area; so we consulted several sources to approximate a current and future population for the Study Area. This section details the estimated current population, population characteristics, and the historic trends for growth in the Aiken Region, including forecasted demand for additional land to accommodate the estimated growth.

#### **Current Data Sources**

The Study Area is a not a standard statistically defined area; therefore, the demographics for this area must be estimated by assembling smaller statistical areas. In this case MDC used the Census Blocks from the 2000 Decennial Census and Traffic Analysis Zones from the Augusta Regional Transportation Study, prepared in 2002, to estimate the current population.

The Study Area contains 161 Census Blocks in their entirety, 18 blocks in majority, and portions of another 52 blocks. Census Blocks are the smallest statistical area used in the U.S. Decennial Census and provide the most accurate "count" of the population within the Study Area. At this level the record represents a 100% count and is not extrapolated from a sample.

Table 1: 2000 Population-U.S. Census shows the population in the general area of the Northside Comprehensive Plan Study Area. The map on the following page shows the population distribution in 2000.

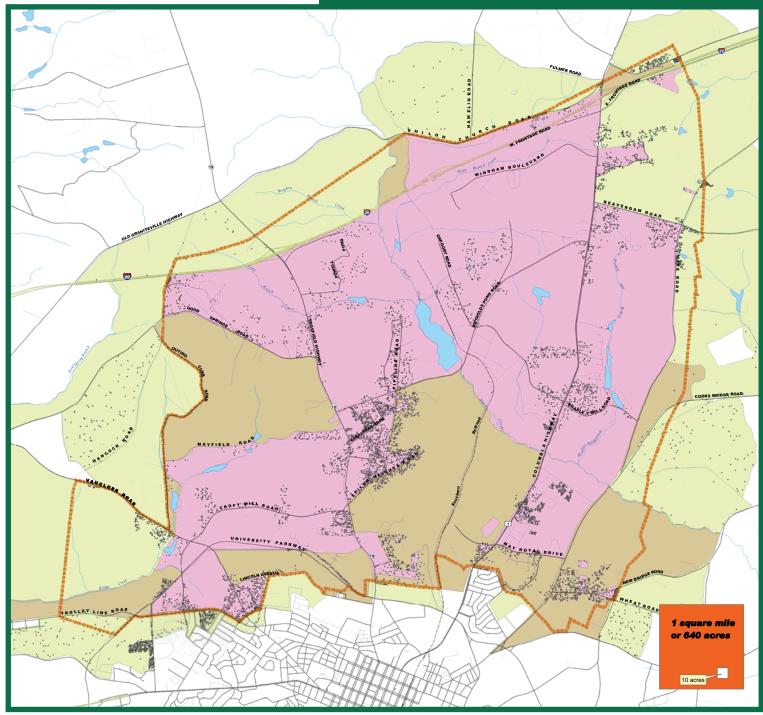
Table 1: 2000 Population-U.S. Census Blocks in Study Area

Census Blocks	Population
Completely In (161)	4,746
Majority In (18)	1,470
Partially In (52)	3,174
Total	9,390

Source: 2000 U.S. Decennial Census SF1



## Population Distribution



Map Printed: January 11, 2007

#### DISCLAIMER

Source: U.S. Census Bureau, 2000 Census, SF1. Information contained in this map is intended for planning purposes only. The City of Aiken and the consultants make no claim or warranty to the accuracy of these maps. Map created by McBride Dale Clarion, January 8, 2007.

scale: 1 in. = 6,000 ft.





## Legend Census Block Location Rivers and Streams Center In • 1 Dot = 1 Person Railroads Completly Population Northside Study Area Partially

Table 2: 2002 Population in Traffic Analysis Zones in Study Area

Census Blocks	Population
Completely In (10)	3,562
Majority In (5)	2,223
Total	5,785

Source: Augusta Regional Transportation Study. Socio-Economic Data by PBS&J Engineers. 2002, 2004.

The traffic analysis zones from the 2004 Augusta Regional Transportation Study are slightly larger areas than the Census blocks and are therefore less specific to the Study Area. There are ten traffic analysis zones contained entirely by the Study Area and another five which are mostly within the area. The data year for this information is 2002 and was finalized in 2004.

Based on these sources, MDC estimates the 2000 population in the Study Area was somewhere between 5,500 and 6,500 people. This population accounts for approximately 3-4 percent of the 2000 Aiken County population of 142,550 people.

#### **Population Composition**

The composition of the Study Area's population is fairly diverse. The racial composition for the area is approximately 48% white or Caucasian and 50% African-American; the remaining 2% of the population includes a variety of other races. The Study Area's racial composition is dissimilar from the City of Aiken and the County as a whole with a greater proportion of the population in the Study Area being African-American<sup>1</sup> than in the City or County.

About 28% of the Study Area population is under the age of 18, which is only slightly higher than the County at 26%, and City at 23%. Other than for 18 and over, data on age breakdown is not available at a level with enough detail to determine the portion of the Study Area population that is over the age of 65. However, Aiken County as a whole had about 13% of the population over 65 in 2000. The data on households from the Block Group level provides additional information on the composition of householders over 65.

#### **Housing Characteristics**

The smallest statistical area for which housing data is available is the Census Block Group. The Study Area includes parts of five different block groups and only one is entirely within the area<sup>2</sup>. However, it is possible to get a sense of some of the housing characteristics in the vicinity of the Study Area.

The housing characteristics in this portion of the County are not dissimilar to those for the overall County. The occupancy characteristics are very similar. When comparing this area to the whole County, one variation that becomes clear is the higher portion of householders in the Study Area who are over 65. This indicates that there may be a higher concentration of older adults in the Study Area than the average for Aiken County.

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African-Americans represent approximately 26% of the County's population, and 30% of the City of Aiken's population, in comparison to 50% of the population in the Study Area. (2000 U.S. Decennial Census.)

<sup>&</sup>lt;sup>2</sup> The Census Block Groups in this area include: Tract 202, Block Group 1; Tract 203, Block Groups 1-3; and Tract 216.01, Block 2.

**Table 3: 2000 Housing Characteristics in Study Area Block Groups** 

	Count	Percentage	County Count	County Percentage
<b>Total Housing units</b>	3,763	100%	61,987	100%
Occupied housing units	3,376	90%	55,587	90%
Vacant units	387	10%	6,400	10%
Occupied Housing Units	3,376	100%	55,587	100%
Owner occupied units	2,536	75%	42,036	75%
Renter occupied units	840	25%	213,551	25%
House holders over 65 (units)	751	30%	11,871	21%

Source: U.S. Census Bureau, Census 2000 Summary File 1.

#### **Historic Trends**

Data was not available to determine specific historic trends within the Study Area for population. However, looking at the data available at the Census Block Group level it is possible to determine the approximate age of the housing and thereby determine when most of the area's growth occurred. The median build year for occupied homes in the various block groups, ranges between 1975 and 1983, indicating that a majority of the housing stock in these areas was built during these years. Although it varies, the 60's, 70's and 80's were the decades when most of the existing homes were built, with only one of the block groups experiencing its peek later in the 1990's, indicating that development in the 1990's had been fairly limited in the Study Area in comparison to previous decades.

McBride Dale Clarion reviewed available growth trends for the City and County to examine possible projections for future growth in the Study Area. Because the Study Area is part of a larger regional market it will be capturing a portion of the regional growth. Figure 1 below shows this progression. The data is in Table 4 on the following page.

**Figure 1: Historic Population Growth** 

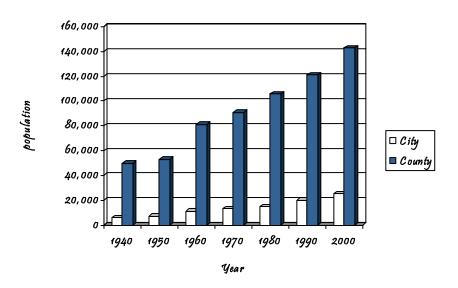


Table 4: City and County Historic Population Growth

Year	Aiken County	City of Aiken	City Percentage of County
1940	49,916	6,168	12.4%
1950	53,137	7,083	13.3%
1960	81,038	11,243	13.9%
1970	91,023	13,436	14.8%
1980	105,625	14,978	14.2%
1990	120,940	20,386	16.9%
2000	142,552	25,337	17.8%
2005	150,181	27,490	18.3%

Source: U.S. Census Bureau. 1940-2000 Decennial Censuses.

Depending on the period of time examined, the average annual growth rate in the County is between 1.17% and 1.66%. The spike in population growth experienced across the County during the 1950s represents the baby boom and is an anomaly in the trend. However in Aiken, it may have also been influenced by the Savannah River site. When examined from 1960 to 2000 the average annual growth rate in the County is 1.42%. The County's population nearly doubled from 1960 when it was recorded at 81,000 to the 2000 Census when the population was 142,500.

During this same period (1960-2000) the City of Aiken experienced a slightly more rapid rate of growth of just over 2% annually, growing from 11,200 people in 1960 to over 25,000 in 2000. In 2005, the Census Bureau reported the City's population at about 27,500 and the County population at 150,200.

Over time, as the City has continued to grow at a slightly faster rate than the County, the City has captured a greater percentage of the County's population. In 1940, the City's population accounted for just over 12% of the total County, and by 2005 it was estimated to account for over 18% of the County's population. This is partially due to the greater housing densities achievable in the urban areas associated with the City's water service boundary and the demand for this type of housing product.

Within a market, diverse housing demands may exist. One type of demand usually represents urban-type growth where the consumer prefers more dense residential areas, where access to urban/City services is provided. The other type of demand represents growth associated with more rural development with larger lots and limited services. Historically, the Northside Study Area has captured a limited amount of growth in the latter type. If we assume that the City's growth represents the accommodation of a demand for higher density more urban growth, we can project that if the Northside Study Area begins to develop at urban densities that it will also be meeting this same market demand. With this assumption we can use the City's population trend projection to forecast the growth in the Northside Study Area.

## Population Forecasting & Land Demand Analysis

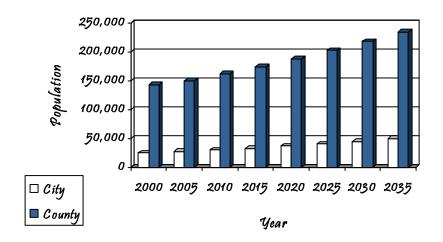
Table 5: City and County Forecasted Population Growth

	Aiken County (.015)	Aiken/ Urban (.02)	Urban % of County
2005	150,181	27,490	18.3%
2010	161,788	30,351	18.8%
2015	174,291	33,510	19.2%
2020	187,761	36,998	19.7%
2025	202,272	40,849	20.2%
2030	217,904	45,100	20.7%
2035	234,745	49,794	21.2%

Source: MDC. 2006.

Population forecasting is never an exact science. There is no sure way to predict what the population of a given area will be twenty or thirty years from now. There are a number of unknown factors that may alter growth in a community, ranging from development policies and service provision to economic changes. A forecasting method traditionally applied in planning efforts involves forecasting future population based on historic trends.

The historic trends in the City and County reflect fairly constant growth rates of 2% and 1.5% respectively. If these rates are applied on an annual basis into the future, the urban population in the City of Aiken water service area would reach approximately 50,000 by 2035, and the County would reach 235,000. The Aiken Urban population would then account for about 21% of the County's total population. This forecast method makes no assumption about the amount of land available within the current City limits to accommodate this growth, and merely reflects a forecast of historic trends. Figure 2, on the following page illustrates these forecasts.



**Figure 2: City and County Population Forecasts** 

MDC reviewed two possible forecasting methods for the Study Area to determine the future demand for development. The first and most traditional option was to take the estimated current population and project it forward to 2035. If the low estimated population of 5,500 people was used and projected at a rate of 2% annual growth, like that of the City of Aiken, the Study Area would be anticipated to have a population of just around 9,960 by 2035. This growth would add 4,460 new people, almost doubling the areas population, and would account for approximately 20% of the Aiken/Urban growth. While this is a valid method for population projections, local insight is pointing towards more rapid growth in the Study Area, as conditions change in the region, and the southern area of the City's water service area approaches buildout.

A shift from a primarily rural character to a more suburban/urban character would indicate that the Northside Area would be capturing a portion of the Aiken/Urban growth. MDC examined the possible future population scenarios based on varying capture rates of the total Aiken/Urban population growth to account for the possibility that a regional shift in market demand may place a greater growth demand on the Study Area in the future than has occurred in the past. While it is difficult to establish an exact scenario that will occur, this method provides insight into several "what if scenarios" on how much land would be needed to accommodate growth, and what the Northside may look like in the future under different scenarios. Reviewing the possible scenarios allows the community to make decisions about what should happen.

Forecasting for larger areas is typically more stable and a bit more predictable than knowing exactly where growth will occur within a region. Therefore, in this second forecasting method, the forecasts for the Aiken/Urban growth will be assumed to remain constant at 49,794 by 2035 and the capture rate for the Study Area will be changed. The capture rate

refers to the portion of the overall Aiken/Urban growth that is forecasted to occur in the Northside area.

The following capture rates were examined for the Study Area:

- Graduated 20%, 30%, and 40% capture with 20% to 2015, 30% to 2025, and 40% to 2035
- Constant 40% capture from 2010 to 2035
- Constant 60% capture from 2010 to 2035
- Constant 80% capture from 2010 to 2035
- Graduated 40%, 60%, 80% capture with 30% to 2015, 60% to 2025, and 80% to 2035

The graduated rates assume that the Study Area would capture a greater percentage of the Aiken/Urban growth over time as the market in the south cools and the market in the north picks up - rather than a sudden shift in the trends. Table 6 below shows the net new population in the urban area and Study Area in five year increments starting in 2010. The **Net New Urban** growth remains constant in all of the scenarios and the **Forecasted Net New Population in the Study Area** shows the number of new people that would be in the Study Area based on the capture percentage. The estimated **Total Population** in each 5 year period is shown for the Study Area if we assume the base population is 5,550. The most important information in this set is the net new population, because this is the population for which new housing will be needed.

**Table 6: Forecasted Population Growth in Study Scenarios** 

	2010	2015	2020	2025	2030	2035
Urban Net New at 2% <sup>3</sup>						
annual growth	2,861	3,159	3,488	3,851	4,252	4,694

		•	·			
New population	2010	2015	2020	2025	2030	2035
20/30/40%	572	632	1,046	1,155	1,701	1,878
40%	1,144	1,264	1,395	1,540	1,701	1,878
60%	1,717	1,895	2,093	2,310	2,551	2,816
80%	2,289	2,527	2,790	3,081	3,401	3,755
40/60/80%	1,144	1,264	2,093	2,310	3,401	3,755

<b>Total Population</b>	2010	2015	2020	2025	2030	2035
20/30/40%	6,931	7,562	8,609	9,764	11,465	13,342
40%	6,644	7,908	9,303	10,843	12,544	14,422
60%	7,217	9,112	11,205	13,515	16,066	18,883
80%	7,789	10,316	13,106	16,187	19,588	23,343
40/60/80%	6,644	7,908	10,001	12,311	15,712	19,468

Note: Projections based on capture rate as shown of 2% annual growth of City of Aiken's Urban population growth.

Source: MDC 2006.

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<sup>&</sup>lt;sup>3</sup> The base population assumed for the City is from the 2005 Community Survey conducted by the U.S. Census Bureau.

#### **Land Demand Scenario Analysis**

The population growth can be translated into land demand for land area by first converting the new population into households by dividing it by an average household size (2.38 people per household), then converting the households to housing units<sup>4</sup>. Housing units can then be converted to land area by assuming average development densities and vacancy rates. Table 7 below shows the new housing demand based on the various population scenarios shown in Table 6.

**Table 7: Forecasted Households and Estimated Housing Demand** 

New Households by	2010	2015	2020	2025	2030	2035	TOTAL
20/30/40%	240	265	440	485	715	789	2,934
40%	481	531	586	647	715	789	3,749
60%	721	796	879	971	1,072	1,183	5,623
80%	962	1,062	1,172	1,294	1,429	1,578	7,497
40/60/80%	481	531	879	971	1,429	1,578	5,869
New Housing Units by	2010	2015	2020	2025	2030	2035	TOTAL
20/30/40%	267	295	488	539	794	877	3,260
40%	534	590	651	719	794	877	4,165
60%	801	885	977	1,079	1,191	1,315	6,248
80%	1,069	1,180	1,303	1,438	1,588	1,753	8,330
40/60/80%	534	590	977	1,079	1,588	1,753	6,521
Average new homes per year <sup>5</sup> for the periods	2005- 2010	2010- 2015	2015- 2020	2020- 2025	2025- 2030	2030- 2035	TOTAL
20/30/40%	53	59	98	108	159	175	109
40%	107	118	130	144	159	175	139
60%	160	177	195	216	238	263	208
80%	214	236	261	288	318	351	278
40/60/80%	107	118	195	216	318	351	217

Source: MDC, 2006.

#### **Land Demand**

The new housing units shown in Table 7 can be converted to acreage by dividing the new units by a density or number of housing units per acre. There is no solid pattern in this area to estimate exactly what density would be appropriate so several options were calculated. Table 8 on the following page shows the acreage demand for the five capture rate scenarios at various densities to show the possible range of land needed to accommodate this hypothetical growth.

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<sup>&</sup>lt;sup>4</sup> The County and Study Area show a current vacancy rate of 10%. To convert households to housing units the household number is divided by 0.9, which accounts for a percentage of housing units that will not be occupied.

<sup>&</sup>lt;sup>5</sup> Since 1997 the City has averaged 267 new homes annually. The most units were constructed in 2006 with at least 446 in a partial year count. The years 2004-2006 were all over 300 units.

**Table 8: Estimated Land Demand** 

Land Demand	New Units	At 1 unit/acre	At 2 units/acre	At 3 units/acre	At 4 units/acre
20/30/40%	3,260	3,836	1,918	1,279	959
40%	4,165	4,900	2,450	1,633	1,225
60%	6,248	7,350	3,675	2,450	1,838
80%	8,330	9,800	4,900	3,267	2,450
40/60/80%	6,521	7,672	3,836	2,557	1,918

Note: Housing units are divided by the number of units per acre shown in each column, then that number is divided by 0.85 to account for land needed for roads, which is assumed to be 15% of the total land area. For example at 2 units per acre 100 homes would need 57.5 acres of land. 50 acres subdivided into approximately ½ acre lots, and 7 acres for roads.

#### **Development In the Pipeline**

The proposed Trolley Run Station in the Study Area will have capacity for 5,000 homes. This feasibly could absorb as much as 60% of the forecasted growth for the whole urban area in this part of the County (at 80% capture rate) or 14% of the total County forecasted growth by 2035. There is also a modest supply of subdivided and improved land available for residential development in other parts of the Study Area that would likely absorb a significant portion of the remaining new development over the next 20 to 30 years (see development status analysis). Without a significant change in trends, either through a new economic engine, or a change in the market for second homes in this area, it is unlikely that growth would be accelerated beyond the forecasts shown above.

#### **Conclusion**

The forecasting scenarios and their associated housing and land demand represent half of the story in terms of planning for the future. While it is possible that growth in the region could demand as much as 8,330 new homes by 2035, another question which remains is where and how will the growth be accommodated. In the subsequent sections of this report we examine the quantity and characteristics of the land potentially available for development in the Study Area. The results of this demand analysis should be used in conjunction with the land character analysis to begin forming policies and alternatives for future land use and growth areas in the Study Area.



Site of the future Trolley Run Station, and example of development in the pipeline.



## Parcel Size Analysis

#### **Overview**

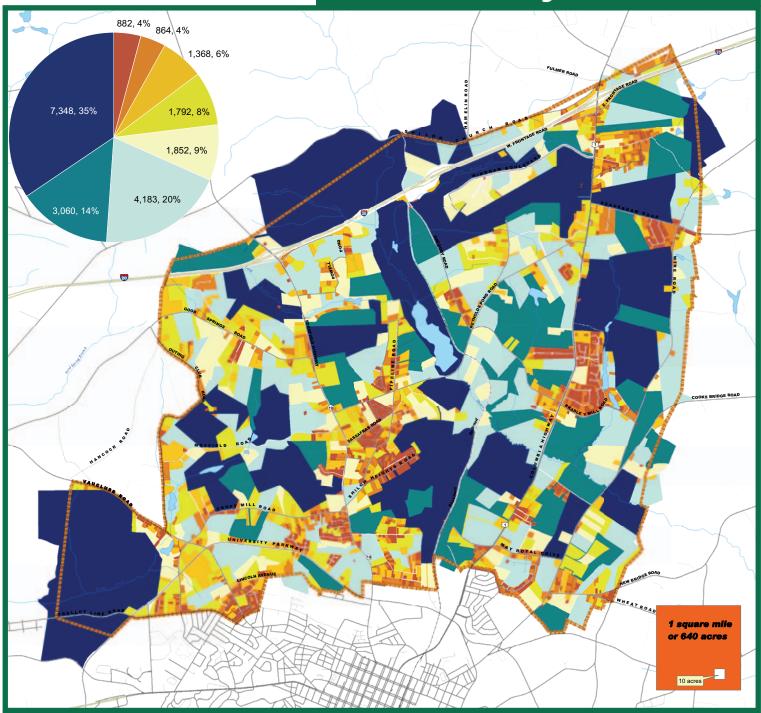
The examination of the parcel size and configuration provides insight into current development patterns, and the land that may be available for future development. A pattern of smaller parcels typically indicates areas that have been subdivided and likely developed with residential uses. These areas are less likely to face development or redevelopment pressure in the future. On the other hand, larger areas of land under singular ownership are often attractive for new development, primarily because their size provides more flexibility, and also because there is less potential impact and disturbance of existing residents.

In the preparation of a comprehensive plan it is important to identify the areas for future development to make sure all the facets of growth are addressed properly for the conditions and issues associated with development of currently rural areas of the community. This portion of the analysis examines parcel sizes in the Northside Comprehensive Plan Study Area and offers some observations about the Study Area from this perspective. This information will tie in with the location of resources, availability of sewer and water services, and the existing land uses to identify prime locations for future development in this portion of the County.

Parcels have been identified in eight (8) size-range categories. The map on the following page shows the Study Area parcels by size category.

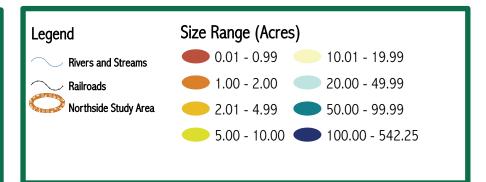
# COMPREHENSIVE PLAN CREATING A FRAMEWORK FOR THE FUTURE

# Parcel Size Analysis

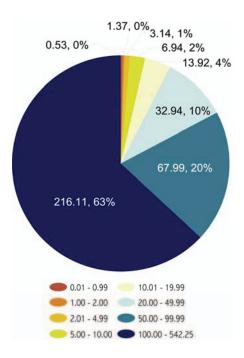




# DISCLAIMER Source: Aiken County Parcels, GIS layer, 2006. Information contained in this map is intended for planning purposes only. The City of Aiken and the consultants make no claim or warranty to the accuracy of these maps. Map created by McBride Dale Clarion, January 8, 2007. scale: 1 in. = 6,000 ft. 0 0.25 0.5 1 Miles



#### Figure 3: Parcel Size Summary



#### **Statistics**

A majority of the land in the Study Area is within parcels over 20 acres (68%), and almost half (48%) is in parcels in excess of 50 acres. Parcels in the 5-20 acre range account for 17% of the land area, and parcels less than five acres comprise only 14% of the total land area of the Study Area. These statistics alone point to the rural, relatively undeveloped character that is currently prevalent in this area. Table 9 shows the statistics for the Study Area for parcels in the eight size categories.

**Table 9: Parcel Size Statistics** 

	Total Number of	Average Parcel	Total Area in	% of Total
Size Category	<b>Parcels</b>	Size	Category	Area
less than 1 acre	1,675	0.53	882	4%
1-2 acres	632	1.37	864	4%
2.01-4.99 acres	435	3.14	1,368	6%
5-10 acres	258	6.94	1,792	8%
10.01-19.99 acres	133	13.92	1,852	9%
20-49.99 acres	127	32.94	4,183	20%
50-99.99 acres	45	67.99	3,060	14%
100+ acres	34	216.11	7,348	34%
Total	3,339	6.39	21,347	100%

Source: 2006 Aiken County GIS, Parcels.

Water and Wetlands



Areas of forest



Private Recreation/Club

## **Existing Land Use Inventory**

#### **Overview**

The existing land use inventory provides a picture of what the Study Area currently looks like and the composition of the land. It also provides an initial and vital step in identification of areas for protection, redevelopment, development, and conservation or preservation to assist in the creation of a future land use plan component of the Comprehensive Plan. MDC completed an inventory of existing land uses based on the 2001 orthographic photos, parcel configurations, and data available from the United Stated Geological Survey (USGS). The land use generally relates to parcels; however, when larger parcels contained a variety of uses, the parcels were subdivided to provide the most detailed inventory. The existing land use is described below including acreage summaries. The Existing Land Use Map on page 19 illustrates the land use pattern.

#### **Land Use Classifications and Statistics**

The following definitions were applied to classify the land uses in the Study Area based on review of available USGS-produced files and orthographic photos taken in 2001.

Water (105 acres) - Areas containing surface water in ponds or lakes as visible on the 2001 orthographic photos.

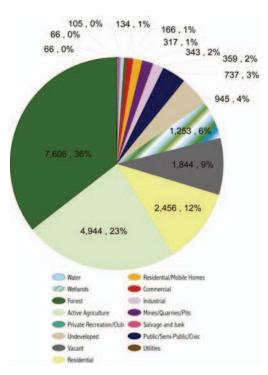
Wetlands (1,253 acres) - Areas identified by the USGS as wetlands either forested or non-forested.

Table 10: Existing Land Use Acreage Summary

		% of
		total
Land Use Category	Acres	Area
Water	105	0.5%
Wetlands	1,253	5.9%
Forest	7,606	35.6%
Actv. Agriculture	4,944	23.2%
Private Rec.	66	0.3%
Undeveloped	945	4.4%
Vacant	1,844	8.6%
Residential	2,456	11.5%
<b>Mobile Homes</b>	317	1.5%
Commercial	166	0.8%
Industrial	359	1.7%
Mines/Quarries/Pits	343	1.6%
Salvage and Junk	66	0.3%
Public/Semi-Public	737	3.5%
Utilities	134	0.6%
Total	21,340	100.0%

Source: MDC, Existing Land Use Inventory, 2006. Based on 2001 Orthographic images.

Figure 4: Existing Land Use Acreage Summary



**Forest (7,606 acres)** - Areas of deciduous or evergreen tree cover of approximately 75% or greater, as identified on 2001 orthographic photos, excluding planted pine.

Active Agriculture (4,944 acres)-Farm structures, cropland, and planted pine as identified on the 2001 orthographic photos. This category may include some areas of pasture land if included in an overall farming/agricultural compound.

**Private Recreation/Clubs (66 acres)-**Privately owned clubs or recreation facilities for which a fee or membership is required to use the facility. This category may include golf courses, club houses, country clubs, and other similar private facilities.

**Undeveloped (945 acres)** -Large parcels of scrub land, fallow fields, or unidentifiable pastureland with no clear existing use.

**Vacant (1,844 acres)**-Subdivided or improved land designated for residential, industrial or commercial development that has not yet been built upon.

**Residential (2,456 acres)**-Residential buildings and parcels dedicated to single or multi-family homes. This category excludes mobile homes which are identified in a distinct category below.

**Residential/Mobile Homes (317 acres)-** Land and structures identified as being residential mobile homes from the orthographic photos based on building footprints, building configuration, road configuration and parcel layout.

**Commercial (166 acres)** -Land and structures dedicated to retail trade, retail services and other similar uses.

**Industrial (359 acres)**-Land and structures dedicated to light or heavy manufacturing, distribution, or warehousing facilities.

Mines/Quarries/Pits (343 acres)-Land areas and structures associated with resource extraction.

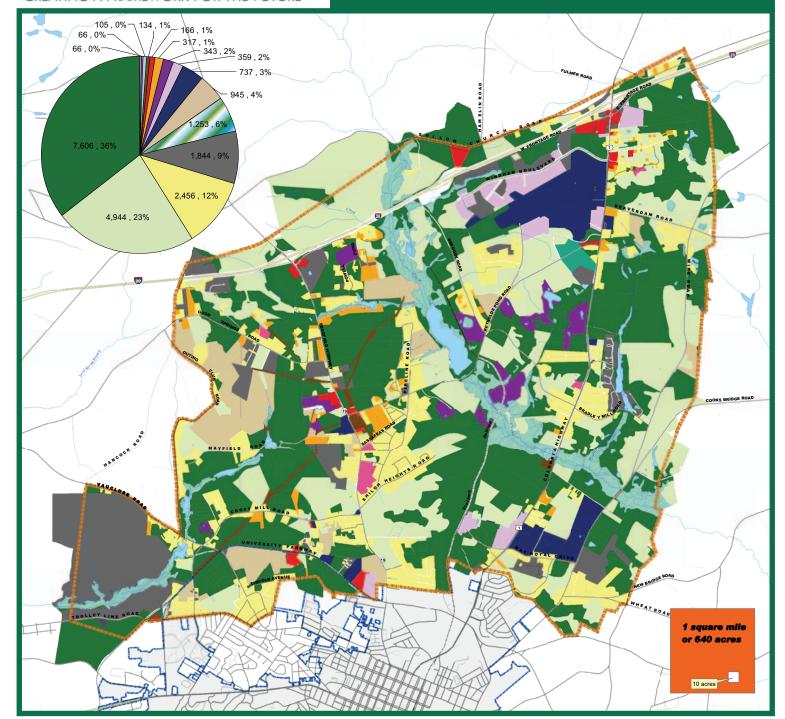
**Salvage and Junk Yards (66 acres)-**Land areas and structures used for the storage of junk, junk vehicles or other materials.

**Public/Semi-Public/Civic (737 acres)-**Areas and buildings associated with City, County, or State-owned property including: churches, schools, cemeteries, airports, public facilities and other similar uses.

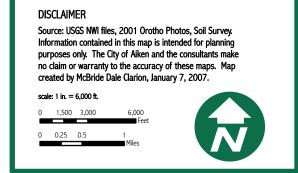
**Utilities (134 acres)**-Land areas and structures associated with utility facilities. This category may include power substations, utility easements, and water treatment plants.



# Existing Land Use



Map Printed: January 7, 2007





## **Existing Road Network**

#### Overview

In conjunction with the existing land use inventory the exiting road network provides a picture of the current conditions in the Study Area. Recommendations in the Comprehensive Plan will address the need for new roadway connections to provide adequate traffic flow and access to newly developed land in the Study Area. The existing roads serve the current development in the area, and have different characteristics depending on their role in the network. MDC evaluated the current roadways in and around the Study Area to determine their role in moving vehicular traffic and providing access to private property within the Study Area. The map on page 23 shows the existing classifications of the road network.

#### **Functional Classifications**

The descriptions for the functional classifications are shown below. These classifications are based on local terminology and national standards for roadway classification.

**Limited Access Highways-**Limited Access Highways provide long-distance "trunk-line" continuous routes within and between urban areas. Typically, but with some important exceptions, they carry high volumes of traffic at high speeds. Freeways, including interstates, are Limited Access Highways. Local examples include Interstate-20.

Major Arterials-The backbone of the street network, major arterials are continuous routes through urban areas. They are frequently designated as touring (i.e. U.S. or state-numbered) routes, typically carrying more than half of all vehicle miles of travel. They may be state, County, or City streets. Most trips include major arterial streets. Most of the Study Area's commercial and institutional uses are located along the principal arterials. The traffic function of principal arterial streets is challenged because of their attractiveness as business addresses, and attractiveness fostered by traffic function of the street itself. Local examples of Major Arterials include:

- Edgefield Highway (SC 19)
- Columbia Highway (U.S. 1)
- Old Graniteville Highway
- Wire Road
- Cooks Bridge Road
- New Bridge Road
- University Parkway
- Trolley Line Road

**Minor Arterials-**Minor Arterials connect the major arterials and may function as a collector for some local roads. They are typically County roads and are typically shorter in length than the principal arterials. Individual properties may have direct access to minor arterials. Local examples of Minor Arterials include:

- Shiloh Church Road
- Gregory Road
- Reynolds Pond Road
- Beaverdam Road
- Bradley Mill Road
- May Royal Drive
- Croft Mill Road
- Mayfield Road
- Hancock Road
- Outing Club Road
- Good Springs Road
- Lincoln Avenue

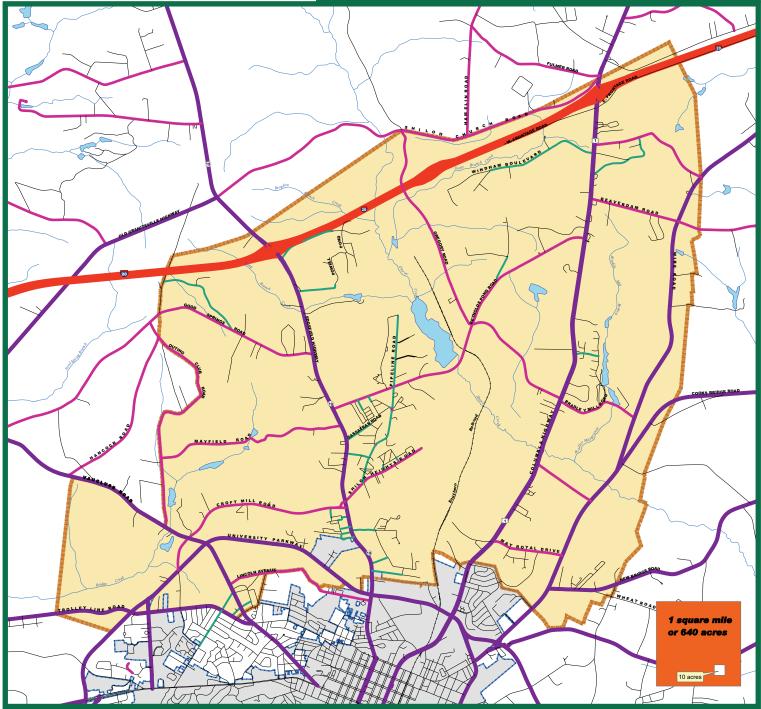
Collector Streets-With continuity over short segments (one-fourth to one-half mile; 0.4 to 0.8 kilometers), collector streets are minor tributaries, gathering traffic from numerous smaller (local streets) and delivering it to and from minor and principal arterials. Seldom designated as numbered touring routes, collectors are usually City or County streets. Most collectors are bordered by properties (both business and residential) with driveways to the street. Local examples of Collector Streets include:

- Powell Pond Road
- Frontage Road
- Sassafras Road
- Pipeline Road
- Windham Boulevard

Local Streets-Local streets include all streets not on a "higher" system. These streets may be short in length or frequently interrupted by traffic control devices. They may be non-through streets which terminate in a cul-de-sac or dead end. Travel distance on local streets is short, typically to the nearest collector street. Speeds are low (20 to 30 mph). Usually, local streets are City or County streets and are rarely part of a numbered touring route. Local streets often have numerous driveways, as they are the addresses for most homes, as well as many nonresidential land uses not requiring visibility to large number of passing motorists.

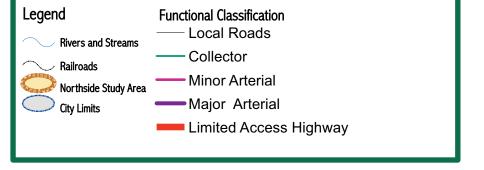


# Road Network Existing Classifications



Map Printed: January 8, 2007

# DISCLAIMER Source: MDC, 2006. Information contained in this map is intended for planning purposes only. The City of Aiken and the consultants make no claim or warranty to the accuracy of these maps. Map created by McBride Dale Clarion, January 8, 2007. scale: 1 in. = 6,000 ft. 0 0.25 0.5 1 Miles



Committed Type 1-Residential



Committed Type 1-Commercial



Committed Type 1-School

## Land Development Status Analysis

#### **Overview**

After completing a detailed inventory of the existing land uses in the area, it is also helpful to take a step back and examine the broader status of the various land uses. The Land Development Status Analysis makes some assumptions to begin identifying areas which are committed on a long-term basis to an existing land use and need limited planning attention as well as areas that offer redevelopment opportunities and the areas that have the greatest potential to support future growth. These assumptions are presented as a starting point and are open for discussion and modification as the planning process moves along.

#### **Assumptions and Classifications**

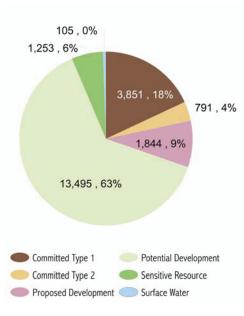
McBride Dale Clarion completed this analysis using the following classification and assumptions. A map illustrating these classifications is provided on page 26.

Committed Type 1 (3,851 acres)-This classification includes land in the following land use categories: Public/Semi-Public/Civic, Residential, Commercial, Industrial, and Utilities. These land uses are considered to be permanent or long-term development, which, aside from minor exceptions, will remain within these land use classifications in the future. Although changes to structures may occur, it is unlikely these land uses will experience a significant shift in the type of uses or a net increase in the intensity of development.



Committed Type 2: Salvage Yard

Figure 5: Development Status Statistics



Committed Type 2 (791 acres) - This classification includes land in the following land use categories: Private Recreation/Clubs;
Residential/Mobile Homes, Mines/Quarries/Pits, and Salvage and Junk
Yards. Unlike Committed Type 1 uses, these uses are somewhat less permanent because they are not contingent upon permanently affixed

structures, and may be more susceptible to obsolescence, abandonment, or redevelopment pressures in the future. While they are considered developed, these areas should be monitored for possible signs of redevelopment or reuse.

**Proposed Development (1,844 acres)** - This classification includes land identified as vacant in the land use inventory. These are areas that have been subdivided or improved for a particular use, but have not yet been built upon. These areas are considered to provide capacity for future growth.

**Potential Development Areas (13,495 acres)** -This classification includes land in the Forest, Active Agriculture, and Undeveloped land use categories. These land uses have very few built improvements and offer the greatest potential for future development in the Study Area. With possible exceptions most of this land will be considered to have capacity for future development.

**Sensitive Resource (1,253 acres)** -This classification represents the land areas in the wetlands. These areas have been identified as areas with sensitive resources that should be protected from types of future development activities that would impair the water quality for use as potable water.

**Surface Water (105 acres) -** This classification includes the area identified as water in the land use inventory. These areas will not be considered to hold capacity for future development.

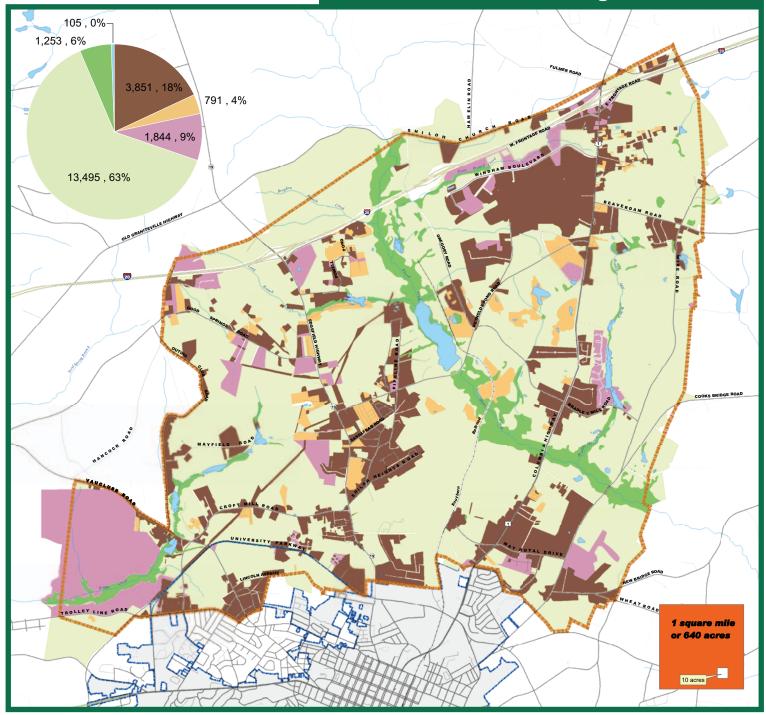
**Table 11: Development Status Statistics** 

<b>Development Status</b>	Acres	% of total Area
Committed Type 1	3,851	18.0%
Committed Type 2	791	3.7%
<b>Proposed Development</b>	1,844	8.6%
<b>Potential Development</b>	13,495	63.2%
Sensitive Resource	1,253	5.9%
Surface Water	105	0.5%
Total	21,340	100.0%

Source: MDC Existing Land Use Inventory, Development Status Analysis, 2006.



# Development Status Analysis





#### DISCLAIMER

Source: USGS NWI files, 2001 Orotho Photos, Soil Survey. Information contained in this map is intended for planning purposes only. The City of Aiken and the consultants make no claim or warranty to the accuracy of these maps. Map created by McBride Dale Clarion, January 7, 2007.

scale: 1 in. = 6,000 ft.







#### **Development Status Assessment**

Committed land uses make up only 22% of the total Study Area. While a small percentage of this existing development may be redeveloped, this land area will likely remain largely unchanged in the future. If the wetlands and surface water areas are considered to be preserved, leaving 15,339 acres of land potentially available for growth in the Study Area (88% of land area). Of the available land, 1,844 acres is in a proposed development or partially improved state. This land includes the proposed Trolley Run Station and the remaining lots in the Summer Lakes development.

Additional smaller subdivisions throughout the study are improved and ready to accommodate future residential growth. Trolley Run Station will have capacity for up to 5,000 homes. This could feasibly accommodate more than 60% of the total Aiken/Urban growth through 2035, which would be equal to 14% of the total Aiken County projected growth for the same period.

Even if the Study Area were to capture 80% of the Aiken/Urban growth, only 8,300 homes would be required to accommodate the additional population. It is possible that the development in the pipeline will be able to meet this demand. However, if growth is not singularly attracted to these development locations and they reach only half of the total capacity by 2035, the remainder of growth that occurs in the Study Area would still require no more than 3,500 acres at approximately 2 units per acre. This land area is equivalent to 22% of the potentially available land in the Study Area.

The development status assessment reveals that there is more than adequate supply of land in the Study Area to accommodate residential and non residential demand beyond 2035 if the regional growth trends remain constant during the planning period. See Figure 6 below.

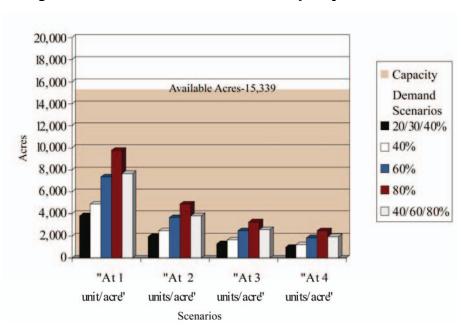


Figure 6: Residential Land Demand vs. Capacity

### Resource Identification

#### **Overview**

Once the areas for potential development have been identified it is also important to identify land in the Study Area that contains significant or important natural resources or constraints to development that may indicate land should not be considered for development. Through discussion of these features it may become apparent that some assumptions should be made to reduce the capacity in these areas because of inherent limitations on the land. This process will provide a base for discussion on which resources should be protected, and what constraints should be addressed. This step provides focus to help identify the prime development areas.

MDC was able to identify areas with steep slopes, forested areas, active agriculture, existing mines, wetlands and open water. Additional resources that exist but for which digital mapping data is not presently available include: limited soils, floodplains, endangered or protected species, and historic sites.

#### **Definitions and Assumptions**

The following features were either mapped or reviewed for their impact on the developability of the Study Area, and/or the need to protect or preserve these features. The importance of each of these features should be based upon local values, and, in cases where a general opinion has been expressed, MDC has made an attempt to point out the general connections. This information is provided to help guide the decision-making process as the various land use alternatives are developed for the Study Area.

Soils and Steep Slopes – According to the Natural Resources
Conservation Service, Web Soil Survey data, the vast majority of the
soil in the Study Area is comprised of sands and a mixture of sands and
loams. These soil types tend to be very porous and most of the area has
been classified as "very limited" in its ability to support septic fields
(see Soil Limitations Septic Fields Map on page 31). The stability of
the soils in the area have been rated on their ability to support dwelling
units with most of the land in the "somewhat" to "not limited"
categories, however, most of the area is "very limited" in the ability to
support commercial buildings (see Soil Limitations Commercial
Buildings on page 32). The land around the water ways is "very
limited" in its ability to support development activity. Many soils the
Study Area are also restrictive to the construction and maintenance of
local roads due to high water levels, shrink swell issues, and instability
(see Soil Limitations Local Roads on page 33).

The area is relatively flat with a few areas identified as having steep slopes ranging between 6 and 25%. These areas are identified on the Possible Resource Locations Map on page 34.

**Forest** –These areas were taken from the orthographic photos from 2001. Forested areas were identified as possible resources because there may be some desire to preserve these areas to reduce erosion, provide screening, and simply to protect forested areas.

Agriculture – In many communities there is a conflict between parties that want to protect active agriculture to preserve rural character, and the desire of land owners to have the option to develop their land for other uses. This issue has not yet been raised, and the importance of agriculture in the Study Area has not yet been addressed. This topic should be discussed further to begin forming policies related to this issue.

**Mines** - These are locations where extraction of kaolin clay is taking place; they occur over deposits of complex soils. As this is a fairly unique resource that contributes to the local economy, they have been identified as possible resources on the map. Additionally, the deposits that do not have active mines are also shown on the resource map.

Wetlands and Floodplains - These are locations, primarily around surface water, that contain hydric soils that are important in the natural water process. Previous sessions with the Task Force have made it clear that it is important to protect the water quality especially in the Shaws Creek watershed. These locations also provide unique habitats to various species of plants and animals.

Although the boundaries are not identical, for the most part, the floodplains and wetlands are located in the same areas. Floodplains are

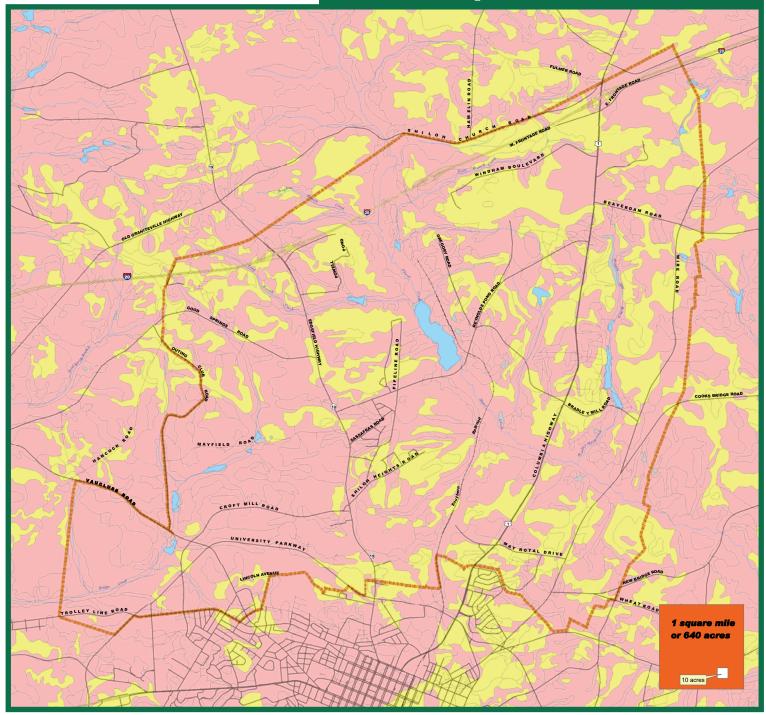
typically viewed as inappropriate locations for development because of the significant potential for flooding.

Rare, Threatened and Endangered Species - The South Carolina Department of Natural Resources (DNR) keeps a general inventory of the locations where various rare, threatened and endangered species have been sighted. As many as 12 different species of plants and animals have been sighted in the Study Area. All of the locations occur in close proximity to waterways or wetlands, further establishing a motive for the protection of these areas. The DNR has requested that the specific locations not be published because they are issues that should be site-verified and are produced for general informative purposes only.

**Historic and Cultural Resources-**Research into these locations is ongoing. Types of sites may include family cemeteries, homesteads or other locations. MDC will continue to attempt to identify possible resources; however, any input about locations that are identified as locally important places to protect should also be discussed.



# **Soil Limitations Septic Fields**



Map Printed: January 8, 2007

#### DISCLAIMER

Source: NRDC, USDA Websoil Survey 2006. Information contained in this map is intended for planning purposes only. The City of Aiken and the consultants make no claim or warranty to the accuracy of these maps. Map created by McBride Dale Clarion, January 8, 2007.

scale: 1 in. = 6,000 ft.





#### Legend

Rivers and Streams

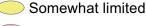
Railroads

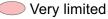
Northside Study Area

#### **Suitability Rating**



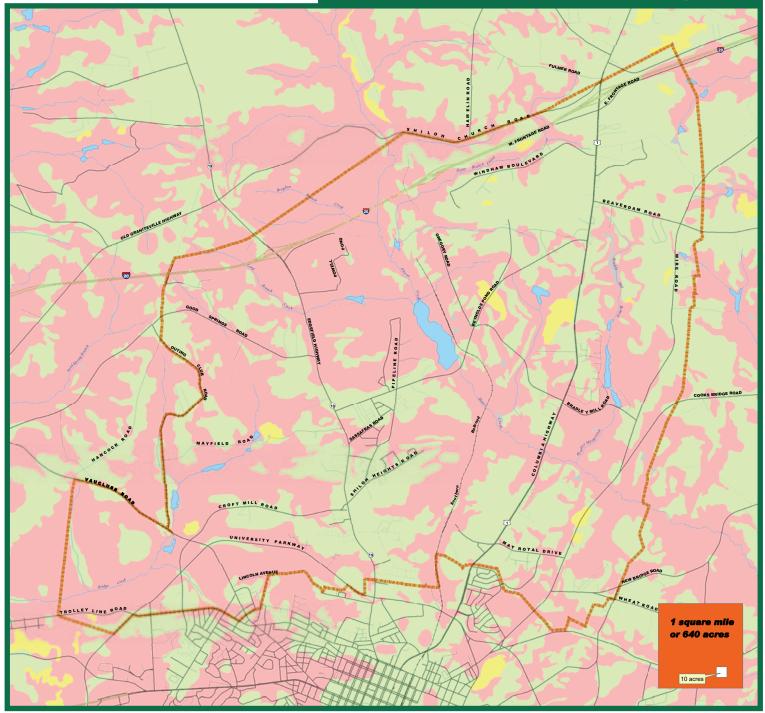








# Soil Limitations Commercial Buildings



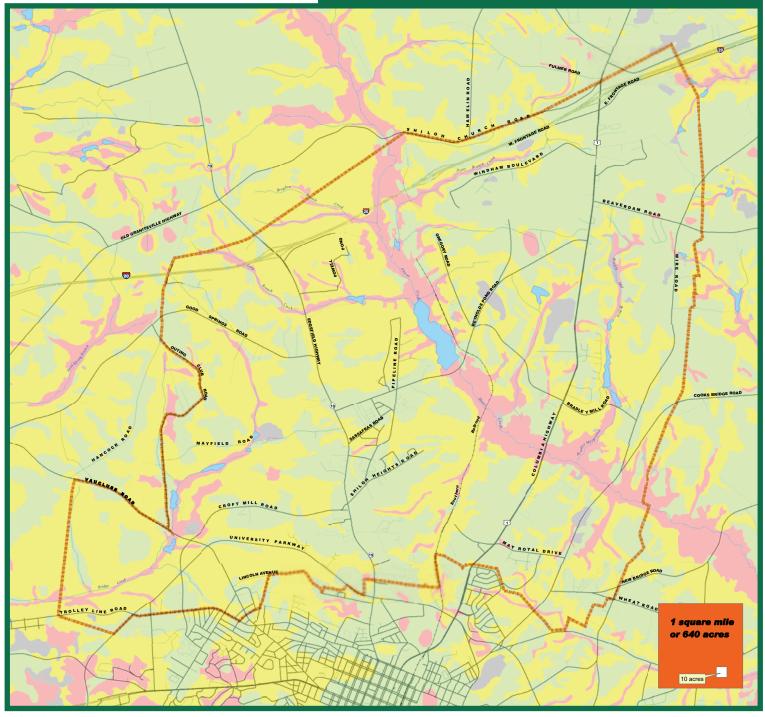
Map Printed: January 8, 2007

# DISCLAIMER Source: NRDC, USDA Websoil Survey 2006. Information contained in this map is intended for planning purposes only. The City of Aiken and the consultants make no claim or warranty to the accuracy of these maps. Map created by McBride Dale Clarion, January 8, 2007. scale: 1 in. = 6,000 ft. 0 0.25 0.5 1 Miles





## Soil Limitations Local Roads



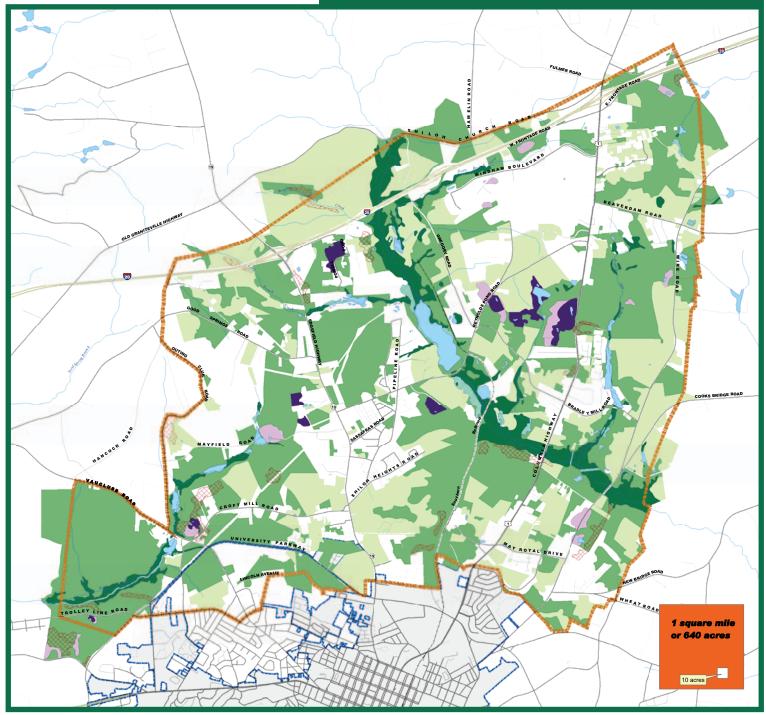


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# Possible Resource Locations



Map Printed: January 8, 2007



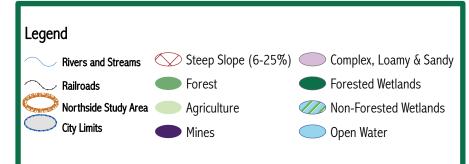
Source: MDC, 2006. USGS soils.

Information contained in this map is intended for planning purposes only. The City of Aiken and the consultants make no claim or warranty to the accuracy of these maps. Map created by McBride Dale Clarion, January 8, 2007.

scale: 1 in. = 6,000 ft.

0	1,500	3,000	6,000 Feet
0	0.25	0.5	1 Miles





### Water & Sewer Service

#### **Overview**

With significant limitations on much of the land in the Study Area to support on-site septic systems, access to sanitary sewer and water facilities/services is very important to foster development. Existing water service lines provide potential service to much of the Study Area as existing mains follow the rights-of-way for Edgefield Highway (SC 19) and Columbia Highway (US 1).

Land in close proximity to these existing facilities will prove to be easier to serve and locating new growth in areas close to these lines would provide the greatest economy in services as it would require the least amount of additional infrastructure. A map showing the buffer areas of 1,000 and 2,500 feet from existing service main lines is provided on page 37. This information should be used in conjunction with the resource locations and potential development areas to assist in the creation of alternative land use scenarios, and policies for the Study Area.

#### **Water Service**

Water service is provided by the City to much of the existing development in the Study Area. Lines extend from the City to Interstate 20, along both Major Arterials. The total system currently has capacity for 17 million gallons per day, with average daily withdrawals around 13.5 million gallons per day (mgd); however, in the summer during the peak consumption it has spiked to 16 mgd. Therefore, there is not much capacity remaining for new development. The Department of Public Works has plans

for 2 new withdrawal locations in the next 2-3 years to add about 5 mgd of additional supply. Additional water supply will be needed to serve future growth in the City's water service area.

Current policy indicates that development within 1,000 feet of an existing line will be required to tie in for services, and 2,500 feet is currently being considered by City Council as the required distance. The buffers on the map show these two distances to help identify land that lies within these areas.

#### **Sewer Service**

Sewer Service is provided in the area via City operated lines that discharge into the County system at two points<sup>6</sup>. The two main lines that discharge into the County system include the Croft Mill line which has a 5 million gallon capacity and is currently carrying between 0.5 to 1 mgd. The Sand River line has capacity for 9 mgd, and is currently operating at 3 mgd, leaving approximately 10 mgd of capacity in the main line infrastructure.

The Aiken County Public Service Authority operates the Horse Creek Pollution Control Facility where approximately 13-14 mgd from across the County. The plant has a current treatment capacity of 20 mgd, and could easily be expanded to treat up to 26 mgd in a short period of time (12-18 months). The facility had previously served the Avondale Mills which typically had a daily outflow of up to 5 mgd. Since its closure, the plant has excess capacity to serve future development<sup>7</sup>.

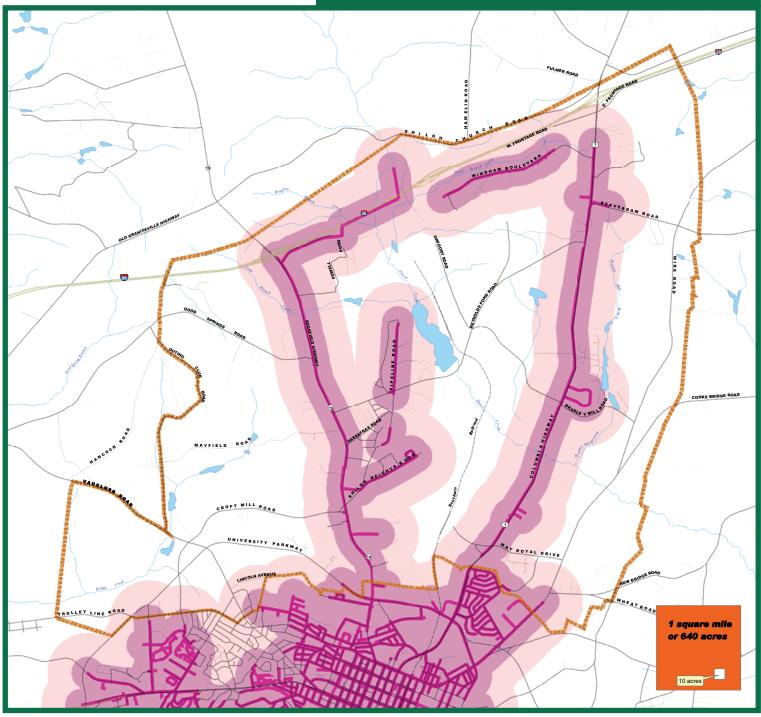
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<sup>&</sup>lt;sup>6</sup> The City has an additional discharge point into the County's system from the Dipple Road line, but this would not likely be impacted by development in the Northside Area.

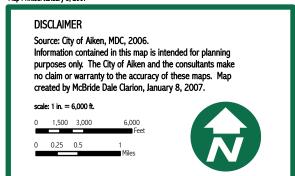
<sup>&</sup>lt;sup>7</sup> The estimated demand from Trolley Run Station, and Sage Mill is 2 mgd. This will hook into the County's system at a point below the Croft Mill line and would not impact the capacity of the Croft Mill or Sand River lines for use in other portions of the Northside Area.

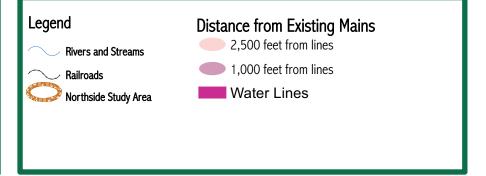


# Water Service Buffer Areas



Map Printed: January 8, 2007





# Appendix B: Public Meeting Report

**NOVEMBER 30, 2006** 





# TO R T H S I D E COMPREHENSIVE PLAN CREATING A FRAMEWORK FOR THE FUTURE



PUBLIC MEETING [NOVEMBER 30, 2006] REPORT



PREPARED FOR
THE CITY OF AIKEN, SOUTH CAROLINA

PREPARED BY
ACP-VISIONING & PLANNING, LTD

IN ASSOCIATION WITH MCBRIDE DALE CLARION

JANUARY 9, 2007

## Table of Contents

## Public Meeting Summary

A. Overview 1
B. Meeting Structure 2
C. Activity 1: Ideas for the Future 2
D. Activity 2: Strong Places, Weak Places 3
E. Exit Questionnaire 4

#### **Appendices**

- A. Ideas for the Future Results
- B. Strong Places, Weak Places Results
- C. Summary of Exit Questionnaires
- D. Public Meeting Volunteers



The goal of the Northside Comprehensive Plan is to prepare a framework to guide growth and development in the area from the northern City limits to just beyond I-20

### Public Meeting Summary

#### A. Overview

The City of Aiken launched a project to prepare a Comprehensive Plan to guide growth and development in the area from the northern City limits to just beyond I-20. Although the Northside area is not within the City limits, it is within the City's water and sanitary sewer service district; City Council is undergoing this planning process to shape a policy guide for making decisions on requests from property owners for those services. Also, when a property owner wants to be annexed into the City, the Plan will serve as a guide in deciding how that land should be zoned.

The Northside Comprehensive Plan is led by a citizen-based Task Force and incorporates opportunities for citizen input. The process is open to all citizens and stakeholders and offers an opportunity to develop a common, cooperative future for the Northside area. The information and insight gathered from the participant feedback will be utilized to develop a set of land use principles. Principles are statements of purpose intended to describe the direction of future development and redevelopment the Northside area. The Plan will be refined, a process that includes a public hearing, and ultimately submitted to City Council. After further review and another public hearing, City Council will adopt the final Plan by early 2008.





Nearly 200 people participated in the Northside area public meeting.

### Table 1 – Stakeholder Outreach Efforts

Ventures Industrial Park:
Newman Technology
SC Metal Products LLC
Verenes Industrial Park:
The Shinsho American Corporation
GlaxoSmithKline
Carlisle Tire & Wheel Company

Pepperidge Farm, Inc.
United Defense, L.P.
Metso Paper USA, Inc.
Aiken Precision Technologies

Economic Development Partnership Fox Grove Farms – Lloydtown Rd Summer Lakes HOA Witter Construction (Grand Oaks) USCA

Homebuilders Association
Aiken Chamber of Commerce
Aiken Board of Realtors
Aviation Committee
Aiken Aviation
Aiken Bike Club
Churches
School District

The purpose of this report is to summarize the structure and results of the public meeting, including the results of an exercise to brainstorm ideas for the future of the Northside area, the results of a "Strong Places, Weak Places" mapping exercise, and a summary of exit questionnaire comments. The report will be used as an important input by the Task Force.

A summary of the meeting is provided below. More detailed information about the meetings can be found in the appendices.

#### B. Meeting Structure

The public meeting was held November 30, Thursday at 7-9 PM at the Aiken County Shrine Club (1526 Columbia Highway North). Nearly 200 people participated in the meeting. The range of participants reflects the diversity of stakeholders in Aiken. Table 1 (on sidebar) displays the some of the stakeholder groups contacted and invited to the meeting. In addition to these organizations, there was also significant coverage in the newspaper. The meeting agenda is outlined below:

#### **AGENDA**

- 1. Welcome
- 2. Introduction of the Project
- 3. Overview of Meeting
- 4. Activities
  - a. Activity #1: Brainstorming Ideas for the Future
  - b. Activity #2: Mapping Strong Places, Weak Places
  - c. Reporting
- 5. Next Steps
- 6. Adjourn

#### C. Activity 1: Ideas for the Future

After the initial welcome and project overview, the meeting participants were led through a brainstorming exercise to imagine their version of an "ideal" Northside area in the future—and to begin to think about how to turn their vision into reality. The meeting facilitator read a visualization statement to participants and then posed the question "what should be done in the Northside area to make the Aiken community the best that it can be in the coming years." Volunteer table leaders recorded all responses on a form provided to them.

In total, 250 ideas for the future were generated during the Public Meeting. These ideas will serve as the basis for the Goals and Strategies of the Northside Comprehensive Plan. Outlined below is a summary of the ideas according topics.

CATEGORY	% of Total Ideas
Land Use	20.4
Transportation	18.4
Public Facility and Servi	ces 18.0
Implementation Policies	17.2
Development	16.0
Parks and Recreation	12.0
Community Appearance	9.2
Economic Development	6.8

Please refer to Appendix A for the complete list of ideas generated during the Public Meetings.

#### D. Activity 2: Strong Places, Weak Places

Participants also worked in small groups to complete a mapping activity entitled "Strong Places, Weak Places." This section is a summary of the Strong Places, Weak Places activity.

During the mapping activity, each group was asked to identify specific strong and weak places in the study area. In considering the strong places, participants were asked to consider the concepts discussed during the "Imagining the Future" activity—places that are desirable to visit, represent conditions they would like to see more often in the community, and reflect well on the community. For weak places, participants were asked to consider those places that are undesirable to visit, are eyesores, or that generally reflect poorly on the community.

Among the strong and weak places, the responses recorded with the greatest frequency are displayed in Table 3.

Table 3 - Key Strong Places and Weak Places

Strong Places	Weak Places
Airport area	Highway 19
Shaws Creek and Reynolds Road	Junkyard (Highway 19)
Summer Lakes	Entrances, gateways to community
Industrial Park area	Traffic flow on Highway 1
Greenspace	Reynolds Pond
Highway 1	Conditions and connectivity of roads

In addition to the key strong and weak places, each small group discussed "points of consensus." The key points of consensus include the following:

- Highway 19 needs to be improved
- The greenspace character of the area needs to be preserved
- New residential areas should be well-planned like Summer Lakes
- The Shaws Creek area and water supply should be protected
- Blighted areas should be improved
- Screening should be required around places like trailer parks and playgrounds.

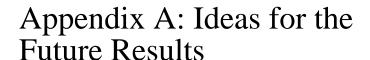
The complete results of the Strong Places, Weak Places mapping activity—including points of consensus—are located in Appendix B.

#### E. Exit Questionnaire Results Summary

Of the 190 people who participated in the Public Meeting, 127 participants (nearly 68 percent) completed the exit questionnaires. The questionnaire served as a way to document who attended the meetings to determine if the event was an inclusive community process and to determine if participants reflected the demographic stratification of Northside Study Area based on 2000 Census data.

The questionnaire was also intended to gauge the participants' motivation for attending, level of satsifaction with meetings, and insight on how they learned about the meeting.

The complete Exit Questionnaire results are located in Appendix C.





#### A. Introduction

This appendix includes a summary and complete list of ideas reported by each table leader.

In total, 250 ideas for the future were generated during the Public Meeting. These ideas will serve as the basis for the recommendations of the Northside Comprehensive Plan.

Outlined below is a summary of the ideas according topics. Please note the percentages do not total to 100 percent as some of the ideas (52) were given a second category assignment. For the same reason the total number of ideas does not equal 250.

CATEGORY	% of Total Ideas	# of Ideas
Land Use	20.4	51
Transportation	18.4	46
Public Facility and Servi	ces 18.0	45
Implementation Policies	17.2	43
Development	16.0	40
Land Use	15.6	39
Parks and Recreation	12.0	30
Community Appearance	9.2	23
Economic Development	6.8	17

#### B. Idea Data Base

The table is organized based on the following columns:

A unique identifier for the specific idea.

**Table** The source of the idea.

Idea The specific idea transferred from the table leader's form.

Category 1 The main assignment of the idea. **Category 2** The secondary assignment of the idea.

The legend for the category codes used in the idea table is described below:

CA	Community Appearance
COOP	Intergovernmental Cooperation
DEV	Development
ED	Economic Development
ENV	Natural Environment
IMP	Implementation Policy
LU	Land Use
OS	Open Space
PFS	Public Facilities and Services

PR Parks and Recreation **TRANS** Transportation

01/09/07

ID	Table	Idea	Category 1	Category 2
1	1	Sam's location will be a definite factor that affects future planning.	DEV	
2	1	Roads need to be planned first, so we don't end up like the south side.	TRANS	
3 4	1 1	Create buffers for businesses next to residential areas. Highway 19 should be four landed.	LU	
5	1	Overall plan needs to include an Odell Weeks type park in the area.	PR	
6	1	Keep the same rural feel-should keep some farms, open land and trees.	CA	LU
7	1	Not convinced the city wants growth on the north side.	DEV	
8	1	Would like to see Winn-Dixie occupied.	DEV	
9	1	Would like the bypass cleaned up.	CA	
10	1	Would like to see any trashy houses, trailer parks or businesses on U.S. 1 cleaned up.	CA	
11	1	Welcome to City of Aiken signage on the north side.	CA	
12	1	Do more frontage roads or connector driveways and cut down on the number of curb cuts.	Т	
13	1	Commercial properties should have more trees.	CA	
14	2	Develop connector roads from U.S. 19 to U.S. 1	T	
15	2	Four lane Highway 19.	T	
16	2	Airport and complex developed with restaurants, etc.	DEV	
17	2	More business developments.	ED	
18	2	Develop fairgrounds into recreation facilities.	PR	
19	2	When developers move in, leave some vegetation.	CA	LU
20 21	2 2	Need traffic study.	T ED	
22	3	All this to be accomplished without raising taxes. Bring in cafeteria (i.e. Cracker Barrel).	DEV	
23	3	Bring Sam's to north side.	DEV	
24	3	More industry.	ED	
25	3	Build another high school.	PFS	
26	3	More commercial.	DEV	
27	3	More active fire department.	PF	
28	3	More shopping on north side.	DEV	
29	3	Neighborhood parks and recreation.	PR	
30	3	Clean homes and areas in access.	CA	
31	3	Limit fast food joints.	DEV	
32	3	Police substation to lower response time.	PFS	
33	3	Larger open area.	LU -	OS
34	3	Widen Highway 19.	T	
35	3	Open restaurant at airport.	DEV	
36	3	Expand golf course.	PR	
37 38	3 3	Expand commercial development.  Designate areas for equestrian development.	ED LU	
39	3	Policy requiring open space for any residential development.	OS	LU
40	4	Don't expand water and sewer.	PF	LO
41	4	Some dirt roads need to be paved.	TRANS	
42	4	More restaurants, better choices.	DEV	
43	4	More retail stores.	DEV	
44	4	Build Sam's on the north side.	DEV	
45	4	No annexation.	IMP	
46	4	Build a park on the north side.	PR	
47	4	Keep our current fire service.	PFS	
48	4	Keep our current EMS substation.	PFS	
49	4	More jobs on the north side.	DEV	
50	5	Required lot sizes to be increased for residential construction.	DEV	

ID	Table	Idea	Category 1	Category 2
51	5	Controlled residential and commercial growth zoning areas.	IMP	
52	5	More county council involvement in north side growth.	COOP	
53	5	More county involvement in building requirements involving environmental conditions and laws.	COOP	ENV
54	5	Preliminary planning for traffic control (specifically Route 19 and Highway 1.	TRANS	
55	5	Beautification, environmental clean up county park areas.	CA	ENV
56	5	Family oriented entertainment park areas.	PR	
57	5	Maintain commercial growth to I-20/Rt. 1, south of I-20.	DEV	LU
58	6	Parks, recreation.	PR	
59	6	Recreation-city pond.	PR	
60	6	Small business support.	ED	
61	6	Schools.	PFS	
62	6	Leave it alone.	IMP	
63	6	Keep industry where it is, don't spread it.	LU	
64	6	Airport not larger.	DEV	LU
65	6	Walking track in front of JD Lever.	PR	
66	6	No large housing developments.	LU	
67	6	Four lane Highway 19 and road improvements.	TRANS	
68	6	Increase fire and police protection.	PFS	
69	6	Beautification projects similar to city area.	CA	
70	6	No annexation.	IMP	
71	6	Better transportation for children to school.	T	PF
72	6	Traffic patterns and control (red lights) to control increased traffic.	Т	
73	6	Keep single family, not large apartment complex.	LU	
74	6	Not like Crosland Parks.	DEV	
75	6	Keep green space.	OS	LU
76	6	Increase opportunity for children's sports.	PR	
77	6	Tax base-concern over large money for property being paid increases value of current owners unreasonably).	IMP	
78	7	Fire protection.	PFS	
79	7	Improve Hedge Road (pave)-off Highway 19.	Т	
80	7	Widen Highway 19.	Т	
81	7	Shiloh Heights Road-street lights.	PFS	
82	7	Extend plan out to 3593 Columbia Hwy.	LU	
83	7	Better restaurants.	DEV	
84	7	Recreation parks and centers.	PR	
85	7	Widen bypass to 4 lanes.	T	
86	7	Beautification of Hwy. 19 and 1 with greenways and parks.	CA	PR
87	7	Control traffic congestion.	T	
88	7	Red lights at I-20 and hwy. and I-20 Wire Road.	Т	
89	7	Garbage pick-up.	PFS	
90	7	Reduce garbage burning.	ENV	
91	7	More retail businesses, shopping centers, Sam's, etc.	DEV	
92	7	Road side clean up.	CA	
93	7	Sewer service along Vaucluse Road.	PFS	
94	7	Business incentives in a complex area with green space, pond, etc.	ED	
95	7	Enforce speed limit in front of JD Lever Elementary.	Т	PFS
96	7	More schools.	PFS	
97	7	Regular grass cutting.	PFS	
98	7	More public safety.	PFS	
99	7	Clean up abandoned property along Hwy. 19.	CA	
100	7	Animal control in particular around Shiloh Heights.	PFS	

ID	Table	Idea		Category 2
101	7	Green way to Hitchcook Woods.	PR -	
102	7 7	Speed bumps on Shiloh Heights Road.	T PFS	CA
103 104	7	Lantern style lighting along Hwy. 19 and 1.	ED	CA
104	7	Airport traffic expansion.  Water and sewer out to Edisto River.	PFS	LU
106	8	Better roads, country atmosphere.	T	CA
107	8	Better maintenance.	PFS	T
107	8	Roads laid out to reduce congestion-duel lane hwys.	T	ı
109	8	Recreation center.	PR	
110	8	Residential area stay residential between 19 and Vancluse.	LU	
111	8	More sidewalks and lights, green area, and bike paths.	T	CA
112	8	Shaws Creek area protected-natural preservation.	ENV	0, .
113	8	Encourage people to have pride in ownership.	CA	
114	8	Civic Center to gather and discuss differences.	PFS	
115	8	Grass or natural medians like downtown.	CA	Т
116	8	Airport bigger for larger planes.	ED	
117	8	More and bigger businesses in the industrial park.	ED	
118	8	Better fire departments and equipment.	PFS	
119	9	Recreation planning-something like O'dell Weeks and Citizen's Park inside/outside, walking tracks and ball fields.	PR	
120	9	The widening of roads Hwy. 19, Wire Road to New Holland Road, traffic lights at Beaver Dam and Hwy. 1, May Royal and Hwy. 1, new bridge and Wire Road-heavy traffic during school year.	Т	
121	9	Sidewalks down all major highways/bridge ways.	Т	
122	9	Enlarge the industrial park-better utilize the area in the industrial	ED	
123	9	parks, use the wasted space.  The water and sewer-Edisto River Bridge, Blackwater Creek Road	PFS	
124	0	adjacent to Wire Road.	111	
124 125	9 10	Keep limited commercial growth around the interstate.	LU LU	IMP
126	10 10	Restriction on trailer parks.  Nicer roads and wider shoulders.	T	TIVIP
127	10	Convenient shopping.	DEV	
128	10	More cross streets between major roads.	T	
129	10	Closer medical facilities.	PFS	
130	10	More recreation sites.	PR	
131	10	More after school care.	PFS	
132	10	Room to expand Aiken Airport.	ED	
133	10	Skating rinks and restaurants, bowling alley, ball fields.	LU	PR
134	10	Defined residential with stricter zoning.	LU	IMP
135	10	Minimum size on residential lots.	LU	IMP
136	10	Streets with sidewalks.	Т	
137	10	Senior citizen activities.	PFS	
138	10	Expanded police protection with substations.	PFS	
139	10	Walking track.	PR	
140	10	More availability such as small businesses.	DEV	
141	10	New high school.	PFS	
142	10	Promote industrial parks to attract more businesses.	ED	
143	10	Restrictions on burning leaves or trash.	PFS	ENV
144	11	Youth focus-job training center, increased youth activities.	PFS	PR
145	11	Park area-large.	PR	
146	11	Restricted industrial use-i.e. noise.	LU	
147	11	Shaws Creek protected-i.e. buffer.	LU	IMP
148	11	Managed growth.	LU	IMP
149	11	Street lights, landscaping.	CA	
150	11	Increased public safety.	PFS	

ID	Table	Idea	Category 1	Category 2
151	11	Increased medical service.	PFS	
152	11	Planned meeting.	IMP	
153	11	Penalties for vacant commercial properties.	IMP	
154	11	Incentives for upgrading existing buildings.	IMP	CA
155	11	Schools to accommodate growth-get ahead of it.	PFS	IMP
156	11	Increased employment opportunity on north side.	ED	
157	11	Senior citizens complex.	PFS	
158	11	Roads with sidewalks.	Т	
159	11	Fairground/equestrian expansion.	PFS	
160	11	Post office.	PFS	
161	11	Airport expansion.	ED	
162	11	County officials are totally involved.	IMP	
163	11	Public transportation.	Т	
164	11	Historic properties protected.	IMP	
165	11	Environmental clean up.	ENV	
166	11	Protected equestrian areas.	PR	
167	11	Upscale housing-with equestrian services.	LU	
168	12	More shopping centers.	DEV	
169	12	More grocery stores.	DEV	
170	12	No annexation for county citizens.	IMP	
171	12	Preserve the history of the north side.	CA	IMP
172	12	Don't screw up the north side like the south side.	LU	
173	12	Let the county take care of county business.	IMP	
174	12	Put an "O'dell Weeks Center" on the north side.	PR	
175	12	Finish four lanes on the bypass.	T	
176	12	Planned infrastructure to support the new housing.	Ť	IMP
177	12	More housing.	LU	IMP
178	12	Whatever you do, keep it country.	CA	LU
179	12	Put diapers on the horses.	IMP	
180	12	Let the county take the lead on planning for areas in the county.	IMP	
181	12	More banks and restaurants on the north side.	DEV	
182	12	More building supply stores.	DEV	
183	12	More medical facilities.	PFS	
184	12	The city should not be involved in county water and sewer.	IMP	PFS
185	12	Maintain green spaces on the north side (add a green space with	LU	FIS
		each development.		
186	12	Improve the entrance of Hwy. 19 into the City of Aiken.	CA	
187	13	I-20 & W51 is good commercial location requiring planning	LU	
188	13	Does county currently have authority to plan for future development	IMP	
189	13	Mixed use of residential/commercial properties to provide living/ working in same area	LU	
190	13	Do not want congestion/traffic on Whiskey Rd need secondary	Т	
191	13	roads Planning should include clean service industries and jobs- need	ED	
		support		
192	13	Need good restaurants	DEV	
193	13	Access ingress/egress from residential/commercial areas	Т	
194	13	Roads need widening in accordance of need	Т	
195	13	Ranges of housing in terms of size and cost should be considered	LU	IMP
196	13	Do not overlook horse community as it helps define a lot of Aiken	CA	LU
197	13	Provide recreational areas	PR	
198	13	Housing development should be mixed- architecture, size, cost	LU	IMP
100	10	Encourage small business development	DEV	
199	13	Encourage small business development  Alkan situ residents required to get water from situ	DEV	
200	13	Aiken city residents required to get water from city	IMP	

ID	Table	Idea	Category 1	Category 2
201	13	Develop another "town center" to attract new businesses over and	LU	IMP
		above existing center- mixed development, will grow with		
		community		
202	13	Need to be clear on what tax impact will be	IMP	
203	13	Park near the lake important	PR _	
204	13		T <del>-</del>	DE1/
205	14	Good roads before commercial development.	T	DEV
206	14	County involved more than city.	IMP	
207 208	14 14	Zoning for industry and commercial.  Recreation, organizations.	IMP PR	
209	14	Athletic activities for kids.	PR PR	
210	14	Entertainment-theatres, restaurants.	DEV	
211	14	Preserving family farms, local good food supply.	LU	IMP
212	14	Adequate roads for growth.	T	11411
213	14	Schools and parks.	PFS	PR
214	14	Leave us alone-preserve rural areas.	LU	IMP
215	14	Beautify county-landscape, green space.	CA	
216	14	Public transportation.	Т	
217	14	Preserve natural beauty.	CA	
218	14	Adequate health care.	PFS	
219	14	Clean up yards and junk.	CA	IMP
220	14	Build recreation lake.	PR	
221	14	Education, enforcement of code.	CA	IMP
222	14	Expand horse operations in area to keep rural area.	DEV	
223	14	Preserve historical areas.	LU	IMP
224	14	Use ecologically sound practices in housing.	ENV	IMP
225	14	Restaurants near I-20.	DEV	LU
226	14	Prevent light pollution.	ENV	
227	14	Environmentally friendly businesses in industrial park.	ED	ENV
228	15	Cut down on road noise.	Т	
229	15	A grocery store.	DEV	
230	15	A restaurant.	DEV	
231	15	No traffic problems.	T	
232	15 15	No high taxes.	IMP	
233	15 15	We don't want outsiders developing our area.	DEV	DEV
234	15 15	Limit development to not hinder traffic.	T	DEV
235	15 15	Daycare facilities.	PFS T	DEV
236 237	15 15	Pave roads.  Public awareness of annexation policies-education and	PUB	
237	13	communication.	FOB	
238	15	Grocery store and retail.	DEV	
239	15	Hotel.	DEV	
240	15	Rules and limitations on signage.	IMP	CA
241	15	Nice park and recreation facility.	PR	07.
242	16	Dirt roads need paved.	Т	
243	16	If annexed in to the city, with the city tie us into the sewage.	PFS	IMP
		<i>y</i> , <i>y</i>		
244	16	Better public services-sewage, cable, utilities, internet, and	PFS	
		medical.		
245	16	Active recreation park and passive parks.	PR	
246	16	Additional jobs created by businesses.	ED	
247	16	Hwy. 19/Rutland four lane hwyplan connector road.	T	
248	16	How will the storm water runoff be handled/directed.	PFS	
249	16	Better road planning to handle the additional growth in the north	Т	
		area with new business and homes.		
250	16	Adequate space for retail business.	LU	DEV

# Appendix B: Stong Places, Weak Places, Results



#### A. Introduction

Participants at the Public Meeting worked in small groups to complete a mapping activity entitled "Strong Places, Weak Places." During the mapping activity, each group was asked to identify specific strong and weak places in the study area. In considering the strong places, participants were asked to consider the concepts discussed during the "Imagining the Future" activity—places that are desirable to visit, represent conditions they would like to see more often in the community, and reflect well on the community. For weak places, participants were asked to consider those places that are undesirable to visit, are eyesores, or that generally reflect poorly on the community.

Among the strong and weak places, the responses recorded with the greatest frequency fit into similar groupings. After the group identified its strong and weak places, the participants discussed and recorded why these places were selected. They also identified "points of consensus" about the physical environment.

Copies of the maps used for each table in the exercise and written record of the comments are provided in the following pages. Prior to the maps is a table of the results for each table. It includes the identification of the strong places, weak places and points of consensus.

#### B. Results By Table

ID	Table	Type of Idea	Place/Comments
1	1	Strong	Shilol Church Road and Mason Branch-Water works.
2	1	Strong	Airport
3	1	Strong	Shaws Creek/Reynolds Pond water supply.
4	1	Strong	More development like Summer Lakes.
5	1	Weak	Four lane Hwy. 19.
6	1	Weak	Hwy. 118/bypass traffic.
7	1	Weak	Wire Road
8	1	POC	Four lane Hwy. 19.
9	1	POC	Clean up properties.
10	1	POC	Preserve green space/rural feel.
11	1	POC	Build on O'Dell Weeks type of facility.
12	1	POC	Protect the water supply.
13	1	POC	Airport/Airport Park type of development is a plus.
14	1	POC	Don't let it develop like the south side.
15	2	Strong	Airport
16	2	Strong	Reynolds Pond
17	2	Strong	Fairgrounds
18	2	Weak	Gun range/detention center.
19	2	Weak	Traffic control at US 1.
20	2	Weak	Junkyard at Hwy. 19.
21	2	POC	Relocate gun range and detention center.
22	2	POC	Install light at Beverdam and US 1.
23	2	POC	Conceal or remove junkyard at Hwy. 19.
24	3	Strong	Aiken Airport area.
25	3	Strong	Reynolds Pond-Shaws Creek.
26	3	Strong	Summer Lakes subdivision.
27	3	Weak	I-20 at Hwy. 19, entrance to city.
28	3	Weak	Area immediately around fairgrounds.
29	3	Weak	Area around Graves Salvage neighborhood.
30	3	POC	Shopping-recruit big retailers to area around airport.
0.4		500	Eliminate the need to go to south side.
31	3	POC	Preserve Reynolds Pond as water source and protect
			Shaws Creek-positive development in this area.
22	2	DOC	Fufores a consultate from development to consultate
32	3	POC	Enforce a committee from developers to commit a
			certain percentage of all projects to green
2.2	2	DOC	space/parks area.
33	3	POC	Clean up the entrance to the city-possible new
2.4	2	DOC	locations for stores and resturants.
34	3	POC	Clean up fairground area-bad as you enter the city,
25	2	DOC	especially the bus yard.
35	3	POC	Area to the northwest of Graves on Hwy. 19-possibly
			develop as equestrian areas-elevate entire area.
27	4	Ctropa	Industrial moule
36 37	4	Strong	Industrial park.
	4	Strong	Shaws Crook numbing station
38 30	4	Strong	Shaws Creek pumping station.
39 40	4 4	Weak Weak	Hwy. 19.  Poynolds Pond Pond intersection at 19.
40	4	vveak	Reynolds Pond Road intersection at 19.

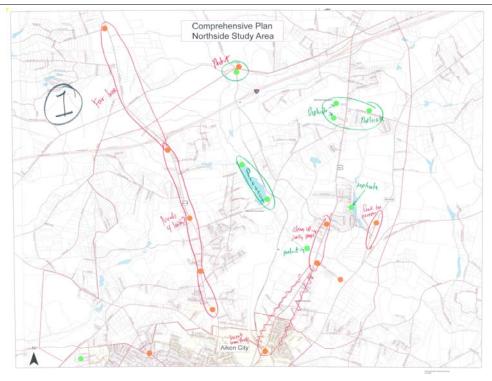
ID	Table	Type of Idea	a Place/Comments
41	4	Weak	Kaolin Road intersection at Hwy 1.
42	4	POC	Industrial park because of jobs.
43	4	POC	Summer Lakes is an attractive housing development.
44	4	POC	Shaws Creek pumping station area is source of water.
45	4	POC	Hwy. 1 is a very good roadway.
46	4	POC	Hwy. 19 is too narrow, too congested, with houses
			too close to the road.
47	4	POC	Reynolds Pond at Hwy. 19 is a bad interesection.
48	4	POC	Kaolin Road at Hwy. 1 is a bad intersection.
49	4	POC	Old Kimball Trail Road needs to be paved.
50	5	Strong	Summer Lake area.
51	5	Strong	Industrial area-Rt. 1 to Wire.
52	5	Strong	Beaverdam area.
53	5	Weak	Blighted area-Rt. 19 north of Aiken City.
54	5	Weak	Goodsprings/confederate.
55	5	Weak	Gregory Road-blighted.
56	5	POC	Maintain the commercial area in place.
57	5	POC	Improve blighted areas.
58	5	POC	Recreational facilities-Reynolds Pond.
59	6	Strong	Industrial park area and aviation area-not visable.
60	6	Strong	Industrial park-commercial small business.
61	6	Strong	Green space.
62	6	Weak	Hwy. 19-needs 4 lanes, traffic lights.
63	6	Weak	School-there are no traffic lights now.
64	6	Weak	Old flea market needs to be utilized.
65	7	Strong	Hwy. 1 is nice and wide.
66	7	Strong	Industrial park brings jobs.
67	7	Strong	New housing like Summer Lakes.
68 60	7 7	Weak	Hwy. 19 needs widening.
69 70	7	Weak Weak	Reynolds Pond needs filling.
70 71	7	POC	Bypass needs widening. Wide road access.
7 i 72	7	POC	
73	7	POC	Green space.
73 74	7	POC	Housing development. Businesses.
7 <del>4</del> 75	7	POC	Maintain golf course.
76	8	Strong	Summer Lakes area.
77	8	Strong	Shaws Creek.
78	8	Strong	Beverdam Road.
79	8	Weak	Junkyard at Hwy. 19.
80	8	Weak	School and industrial park area.
81	8	Weak	Coming off interstate is not welcoming.
82	8	Weak	Shaws Crest Road-needs cleaned up.
83	8	POC	Beverdam Road has nice housing and nice horse
00	J	. 00	areas.
84	8	POC	Summer Lakes is a nice development.
85	8	POC	Shaws Creek area should be protected.
86	8	POC	More lighting.
87	9	Strong	Hwy. 1 at industrial park.
88	9	Strong	Summer Lakes.
89	9	Strong	Hwy. 118/bypass utilized.
90	9	Weak	Reynolds Pond area-wasted space.
	-		<i>y</i>

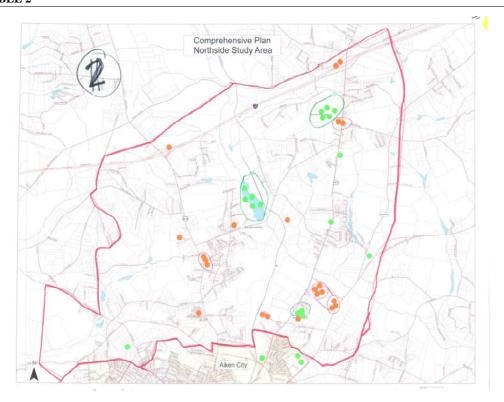
<b>ID</b> 91	<b>Table</b> 9	Type of Idea Weak	Place/Comments Shiloh Church Road area-needs better roadways and
92	9	Weak	Hwy. 1 and Beverdam Road traffic lights.
93	9	POC	Why is there no representation on the task force from
			someone who lives within the area in question?
94	10	Strong	North Ridge subdivision and Summer Lakes.
95	10	Strong	Airport/industrial.
96	10	Strong	South side at industrial park.
97	10	Weak	Trailer park on 19 between Mayfield Road and Van Bryan.
98	10	Weak	Open sewer area off Reynolds Pond Road.
99	10	Weak	Hwy. 1 south of gun range area.
100	10	POC	Create zoning regualtions for trailer park/camp grounds requiring fencing or trees to hide view.
101	10	POC	Sewer off Reynolds Pond needs to be reconstructed.
102	10	POC	Fencing or screening as recommending for number 1 trailer park, campgrounds.
103	10	POC	Well planned, new (Summer Lakes subdivision)
104	10	POC	Controls growth, represents success, well controlled, successful.
105	11	Strong	Airport to I-20, Hwy. 1.
106	11	Strong	Summer Lakes.
107	11	Strong	Watershed area-Shaws Creek.
108	11	Weak	No limits of city.
109	11	Weak	Balltown area-Hwy. 19 N.
110	11	Weak	Hwy. 19 from Camp Marie Road to I-20.
111	11	POC	Protect Shaws Creek.
112	11	POC	Support upscale growth-residential/commercial.
113	11	POC	Develop and grow recreation and green space.
114	11	POC	Controlled retail growth with appropriate mix of services.
115	11	POC	Control Crosland Park, 118 and 1 interchange.
116	11	POC	Build sewage system to protect water supply.
117	11	POC	Clean up trash, eye sores, vacant homes, trailers, etc.
118	12	Strong	US 1 from Windham to I-20.
119	12	Weak	Reynolds Pond.
120	12 12	Weak Weak	Intersection of Wire Road and Cooks Bridge Road. Wire Road from Bradley Mill to New Bridge Road.
121 122	13		3
		Strong	Industrial area at I-20 and US 1. Summer Lakes.
123 124	13 13	Strong Weak	SC 19.
124	13	Weak	Reynolds Pond Road.
125	13	Weak	Kaolin area.
120	13 14	Strong	USCA
127	14	Strong	Beaverdam/Wire.
129	14	Strong	Natural creeks, stream, ponds.
130	14	Weak	Hwy. 19 corridor.

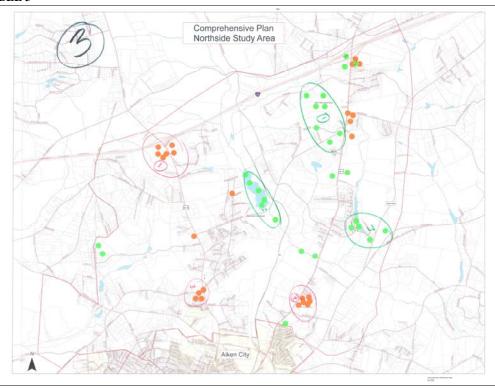
ID	Table	Type of Ide	a Place/Comments
131	14	Weak	Parkway.
132	14	Weak	Pipeline Road.
133	14	POC	Counrty needs to be involved as well as city.
134	14	POC	Preserve rural way of life. Family farms and natural beauty.
135	14	POC	Traffic planning and zoning, especially Hwy.19.
136	14	POC	Careful zoning-commercial development.
137	14	POC	General clean up of decaying areas.
138	15	Strong	Reynolds Ponds area.
139	15	Weak	Intersection of US 1 and 20-bad design to get around.
140	15	Weak	Traffic problems around schools.
141	16	Strong	Shaws Creek.
142	16	Strong	I-20 and Hwy. 1.
143	16	Strong	I-20 and Hwy. 19.
144	16	Weak	J.D. Lever school and Hwy. 1.
145	16	Weak	Balltown and Hwy. 19.
146	16	Weak	Hwy. 19 (4 lanes).
147	16	POC	Shaws Creek-leave as is, service the city.
148	16	POC	I-20 and Hwy. 1-leave as is, but concerned about future congestion.
149	16	POC	I-20 and Hwy. 19-plan for future congestion.
150	16	POC	J.D. Lever school and Hwy. 1-traffic light or even move schools to better location.
151	16	POC	Hwy. 19-change into a 4 lane hwy.
152	16	POC	Balltown-need roads paved and sidewalks.
153	16	POC	Our strong points are a concern with congestion into
100	10	100	the future. At present time the I-20 and I-19 are
			sufficient but could increase in congestion with future
			growth of the north side. Protect Shaws Creek. The
			concern is mostly dealing with traffic control and
			increasing Hwy. 19 to a 4 lane hwy. to accomadate
			increased traffic coming into Aiken. Balltown needs
			roads paved and sidewalks for safety.
			. cado parca ana siderranto for sufery.

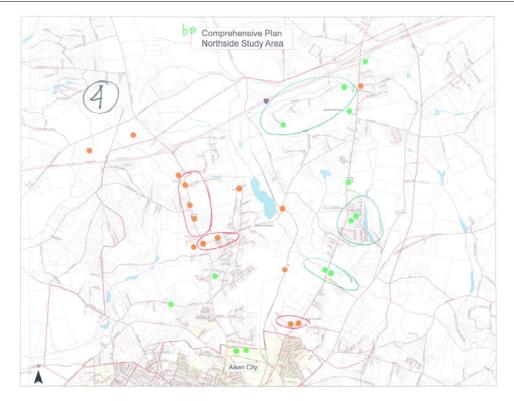
#### C. Maps

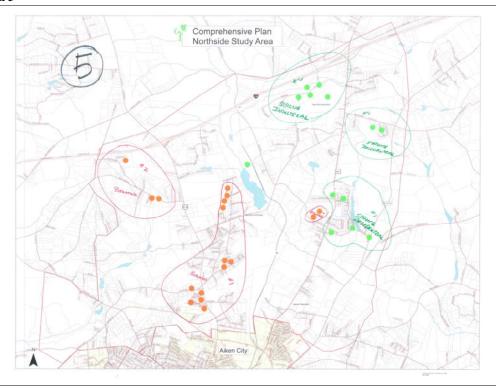
#### MAP FOR TABLE 1

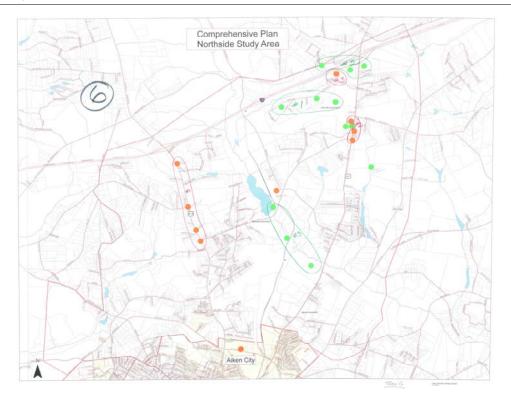


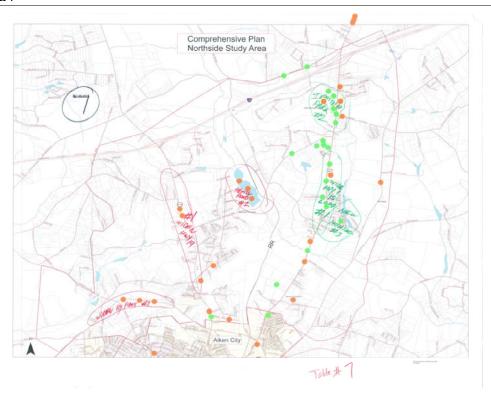


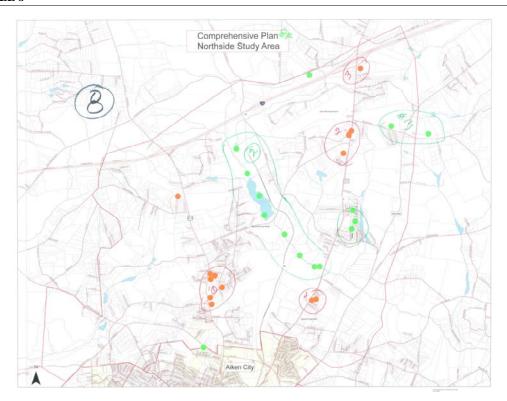


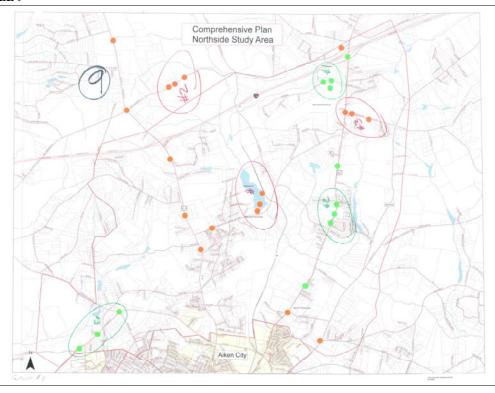


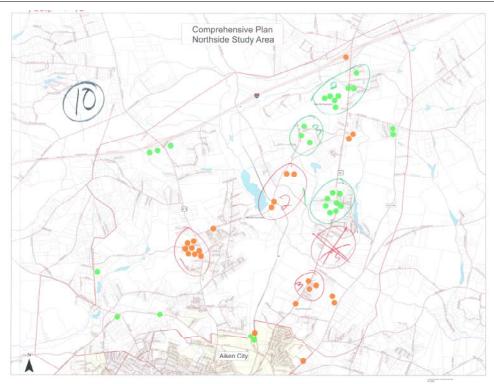


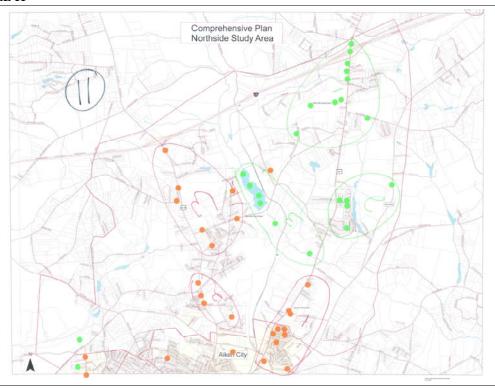


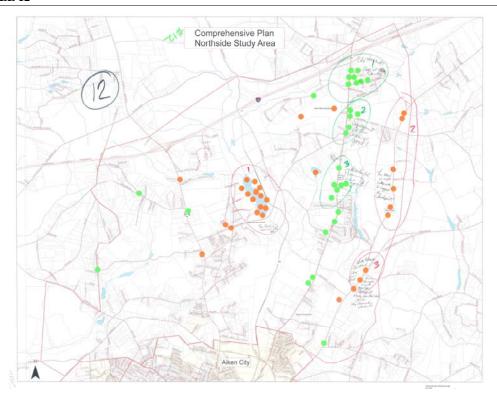


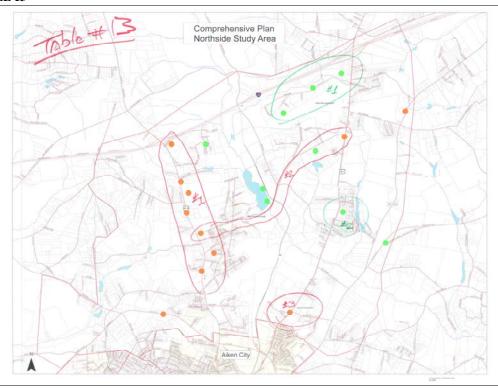


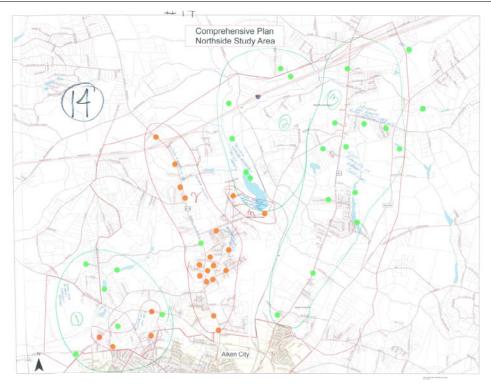


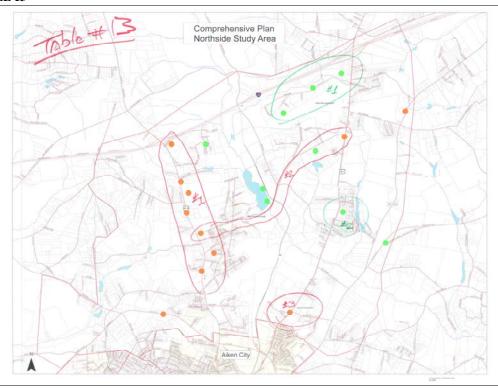


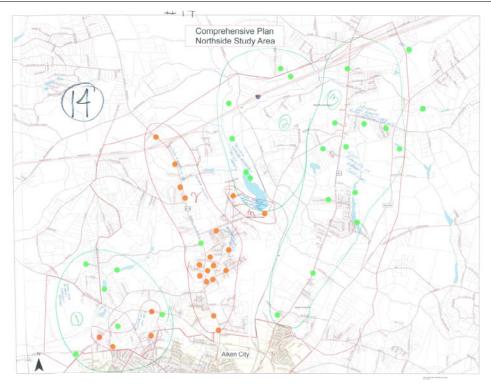


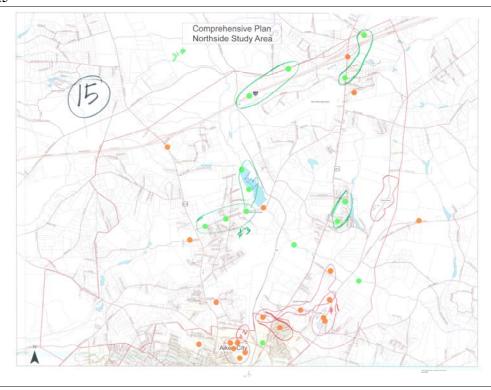














# Appendix C: Summary of Exit Questionnaires



#### A. Introduction

The purpose of Public Meeting on November 30, 2006 was to gather ideas from citizens living and working in or nearby the Northside Study Area. Participants were asked to complete an exit questionnaire at the conclusion of the meeting. The questionnaire served as a way to document who attended the meetings to determine if the event was an inclusive community process and to determine if participants reflected the demographic stratification of Northside Study Area based on 2000 Census data. The questionnaires also gave participants the opportunity to evaluate how the meetings were structured and conducted.

The summary of repsonse generally indicate diverse participation, although in certain indicators, e.g. racial diversity, participants were not reflective of the planning area's population. The results also idicate a high level of participant satisfaction with meeting's structure and facilitation.1

Of the 190 people who participated in the Public Meeting, 127 participants (nearly 68 percent) completed the exit questionnaires. Not all participants answered every question, resulting in variations among responses. The information included in this section highlights the key findings of the exit questionnaire results.

A written record of the comments is provided in the following pages.

#### B. Profile of Meeting Participants

#### Gender distribution was skewed slightly toward males

While both genders were well represented, 58 percent of attendees were males compared to 42 percent females.

TABLE 1

Gender	Number of Respondents	Percent of Total
Females	53	41.73%
Males	74	58.27%
Total	127	100.00%

#### Diverse but imbalanced participants

The purpose of asking participants to indicate their race is to compare the racial diversity of the participants with the actual demographics of the study area. As shown in Table 2, the majority of participants (over 75 percent) were Caucasian, while only 48 percent of the Northside Study Area residents are Caucasian. African-Americans were underrepresented at the meeting, 18.03 percent of the participants were African-Americans as compared to 50 percent of the residents of the Northside Study Area. Two percent of the residents of the Northside Study Area identify themselves as a race other than African-American or Caucasian, while 6.56 percent participants identified themselves as a race other than African-American or Caucasian.

TABLE 2

Race	Number of Respondents	Percent of Total
Black / African American	22	18.03%
Asian	2	1.64%
Caucasian	92	75.41%
Hispanic or Latino	2	1.64%
Other	4	3.28%
Total	122	100.00%

#### Majority of participants were 45 or older

There was a relatively low turnout of participants over the age of 75 and under 35 (See Table 3). The data collected on participant age revealed that over 86 percent of participants were between 45 and 74 years of age. Occupancy characteristics for the Northside Study Area show a higher portion of householders over 65 as compared to the whole County. This finding may indicate the existence of a higher concentration of older residents in the Northside Study Area, as compared to the average for Aiken County, and thus explain the larger turnout of the 45 and over population at the meeting.

TABLE 3

Age	Number of Respondents	Percent of Total
Under 19	0	0.00%
20-24	1	0.80%
25-34	5	4.00%
35-44	13	10.40%
45-54	23	18.40%
55-64	45	36.00%
65-74	34	27.20%
75 or older	4	3.20%
Total	125	100.00%

## Meeting participants were generally educated with middle to high incomes levels

As shown in Tables 4 and 5, participants were well balanced in terms of educational attainment and income level. Over 40 percent of the participants were either college graduates or had completed post-graduate work, while over 35 percent marked "High School Diploma" or "Less than High School" as their highest educational attainment.

Income levels, as shown in Table 5, mirror the diversity shown in educational attainment and were distributed relatively equally across lower, middle and higher levels. Over 35 percent of participants reported having annual household incomes greater than \$75,000, while over 23 percent of participants reported having annual household incomes lower than \$35,000.

**TABLE 4** 

Education	Number of Respondents	Percentage
Less than high school	8	6.56%
High School Diploma	35	28.69%
Some College	30	24.59%
College graduate	34	27.87%
Post graduate study	15	12.30%
Total	122	100.00%

TABLE 5

Income	Number of Respondents	Percentage
Less than \$15,000	5	4.85%
\$15,000-\$34,999	19	18.45%
\$35,000-\$49,999	21	20.39%
\$50,000-\$74,999	22	21.36%
\$75,000-\$99,999	15	14.56%
More than \$100,000	21	20.39%
Total	103	100.00%

## The vast majority of the participants have lived in the Aiken area for more than twenty years

As shown in Table 6, almost 69 percent of participants have lived in the community for over 20 years. At the other end of the spectrum, over 14 percent of participants have lived in the community less than 5 years, suggesting a surge of newer residents in the area—and that these newcomers are also interested in contributing ideas for the future of the Northside area.

TABLE 6

Residence (Years)	Number of Respondents	Percentage
0-4	18	14.06%
5-9	11	8.59%
10-19	11	8.59%
20+	88	68.75%
Total	128	100.00%

#### C. Meeting Quality

## Most participants indicated that the length of the meeting was 'about right'

Participants were given the choice to indicate if the Public Meeting was too long, too short, or about right. As shown in Table 7, the majority of respondents (over 81 percent) revealed that the duration of the meeting was about right.

#### Most participants were satisfied with the small group exercises

In an attempt to determine the quality of the meeting, participants were questioned about the small group activity. Question 11 asked if participants were comfortable working in the small group; Question 12 asked if they had the opportunity to fully express their ideas; Question 13 asked if their ideas were received and recorded appropriately; and Question 14 asked if the process was fair to everyone in the small group. As shown in Table 8 below, respondents were favorable to the meeting conduct.

TABLE 8

TIDLE		
Question	Yes	No
Question 11	97.17%	2.83%
Question 12	95.78%	2.78%
Question 13	100.00%	0.00%
Question 14	98.17%	1.83%

#### D. Participation Motivators

The factors that motivated people to attend the meeting were noted in order to build even greater public support throughout the remainder of the Northside Comprehensive Planning process. Table 9, outlines the channels of communication cited by participants in response to the question: "How did you hear about this meeting"? Word-of-mouth and the newspaper were the dominant forms of publicity. Word-of-mouth also most likely encompassed the remainder of the listed answers, which related to specific locations our organizations.

#### TABLE 7

<b>Meeting Duration</b>	Percent Total
About right	81.55%
Too long	11.65%
Too short	6.80%

TABLE 9

Channel	Number of Respondents	Percent of Total
Newspaper	58	48.74%
Relative / Friend /	32	26.89%
Word of Mouth		
Church	4	3.36%
Planning Commission	4	3.36%
Barber Shop	2	1.68%
School	3	2.52%
Neighborhood Assn.	11	9.24%
Letter/Flyer	5	4.20%
Total	119	100.00%

Table 10 lists specific interests or concerns that caused participants to attend the meeting. (See the next page.) This list indicates a wide range of issues motivated participation with the following themes (the approximate percentage is included in parentheses):

- General curiosity and/or concern about the meeting (approx 30%)
- Concern about potential annexation of land (approx 28%)
- Concern about the quality of future development (approx 21%)
- Need for retail choices (approx 13%)
- Concern about the provision of infrastructure (approx 8%)

#### TABLE 10

#### Motivation

Wanting more shopping/business on the north side.

To see what was about to happen.

Like to see growth done in a positive/planned way.

My home.

I feel that some types of north side development need to be

jump-started.

Welfare of Aiken.

Do not want city annexing.

No annexation.

That water and sewer would be forced on us.

To prevent taxes.

Development of north side-keeping Aiken's character.

Concerned area will be annexed to city in future.

Future development of north side.

What's going on and how it will affect me.

To hear what is going on. We live in the north side. Community interest.

About the city moving the city limits.

Concerned about over development.

Lack of county council representation at the meeting.

Development of all areas of the city.

Traffic concerns around NW quadrant of the parkway.

Proper planning to avoid chaos and mistakes on south side.

I have land north of this area but I'm influenced by this.

Afraid of taking us into the city.

To hear about what type of growth is coming to the north side.

Don't need to be forced into city.

Want to avoid city taxes. Growth near where I live.

Because we do not want city fees and taxes when you try to

nnex us.

Would like to see the north side more prepared than how the

south side was prepared and developed.

Taxes and water.

"Good development"-the non south side.

Concerned: Intelligent development.

The need for proper planning to avoid a Whiskey Road repeat.

Development plan. City coming to our area.

Needed general information as property owners.

I'm concerned about unplanned development.

Find out about what it was about.

Annexation into the city.

Annexation.

Major concentration of drug areas.

Annex my property in city.

Concerned about growth in area.

Closer shopping holding down taxes.

Interested in development of area.

City plans.

City annex.

Rumors about annexation and sewer tie-ins.

Future for my family.

Keep the north side from becoming like the south side.

To find out what is happening.

Keeping north side from becoming like south side.

Improve our community.

Growth.
Better future.

Do not want city taxes-water or sewage to be mandatory.

Where my home is.

Annexation. Concern.

Don't desire annexed by the city.

Don't want to be annexed.

Annexation.

Fear of annexation.

Do not want to be annexed into city.

No annexation.

Growth.

Traffic, recreation area, water.

Limit the problems that are occurring on the south side.

Taxes.

Our youth and their achievement, needs additional activities and

involvement of officials.

Future growth.

What is best for the north side.

Uncontrolled growth.

Fear of uncontrolled growth on north side.

Control growth on north side.

People controlling the north, that don't live here.

Water and sewage.

Getting Hedge Road paved.

City limits.
Own a home.

Family land-realtor-investment.

No not want to be annexed.

Do not want annexation. I believe in smart growth.

Hwy. 1 development.

I live here.

Interested in seeing growth controlled.

# Appendix D: Public Meeting Volunteers



The public meeting discussions were staffed by an outstanding group of "Table Leaders" that volunteered to assist their peers through small group brainstorming activities. These volunteers, listed below, deserve a sincere thank you for their willingness to help advance the Northside Comprehensive Plan.

Table Number	Name
1	Richard Garcia
2	Otto McCarthy
3	Mark Thomson
4	Paul Durban
5	Kenton Rusack
6	Marsha Rogers
7	Jacob Walker
8	Patrick O'Neill
9	Michelle Anderson
10	Moses Mims
11	Donna Taylor
12	P.K. Hightower
13	Joe Kovacich
14	Naomi Frost Hewitt
15	Phil Rosbach
16	Judy Snipes

# Appendix C: Public Meeting Report

MARCH 8, 2007





# TO R T H S I D E COMPREHENSIVE PLAN CREATING A FRAMEWORK FOR THE FUTURE



PUBLIC MEETING #2 [MARCH 8, 2007] **SUMMARY REPORT** 



#### PREPARED FOR

THE CITY OF AIKEN, SOUTH CAROLINA

#### **PREPARED BY**

ACP-VISIONING & PLANNING, LTD

#### **IN ASSOCIATION WITH**

MCBRIDE DALE CLARION

MARCH 30, 2007

## Table of Contents

#### **Public Meeting Summary**

Bac	ckground	1
A.	Principles	2
B.	Concept Plan and Development Matrix	4
C.	General Comments	7

#### **Appendices**

- A. Participant Comment Card
- B. Draft Concept Plan and Development Matrix
- C. Complete Participant Comments



The goal of the Northside Comprehensive Plan is to prepare a framework to guide growth and development in the area from the northern City limits to just beyond I-20

### Public Meeting #2 Summary

#### Background

#### **Project Overview**

In 2006 the City of Aiken launched a project to prepare a Comprehensive Plan to guide growth and development in the area from the northern City limits to just beyond I-20. Although the Northside area is not within the City limits, it is within the City's water and sanitary sewer service district. City Council is undertaking this planning process to shape a policy guide for making decisions on requests from property owners for those services. Also, when a property owner wants to be annexed into the City, the Plan will serve as a guide in deciding how that land should be zoned.

The Northside Comprehensive Plan is led by a citizen-based Task Force and incorporates a variety of opportunities for citizen input. The process is open to all citizens and stakeholders and offers an opportunity to develop a common, cooperative future for the Northside area. The Plan will be refined through a process that includes public hearings, and City Council will adopt the final Plan by early 2008.

#### **Public Meeting #1**

The first public meeting for the Northside Comprehensive Plan was held on November 30, 2006 at the Aiken County Shrine Club. Nearly 200 people participated in this meeting. The meeting involved two main activities, which were conducted in small groups. First, participants engaged in an

exercise to brainstorm ideas for the future of the Northside area. Second, they completed a mapping activity known as "Strong Places, Weak Places" in which they identified strong and weak places in the community and reached points of consensus about what should be done to improve weak places and preserve and enhance strong places. Following these activities a reporting period gave participants the opportunity to share the results of their small group work with the entire assembly.



All of the information gathered at the first public meeting was encoded in a database and used to inform a conceptual direction for the Northside, which was presented during Public Meeting #2. In addition to the public input, the consulting team also drew upon technical research on existing conditions, development trends, and projections for the Northside area. The conceptual direction is comprised of three elements –Principles, a Concept Plan, and a Development Matrix.

Public Meeting #2 was held on March 8, 2007 from 7:00-9:00 p.m. at the Aiken County Shrine Club. Sixty-three participants attended this meeting, which was organized as an open house. Attendees were able to view—at their own pace—large displays of the Principles, Concept Plan and Development Matrix. Six identical stations with this material were established and each had a Task Force member and project staff member present to answer questions and explain the material. There was a seventh station comprised of existing conditions maps. During the middle of the open house, a short presentation was made to attendees. The agenda for the meeting can be found in the sidebar on the left. Meeting participants used a comment card to provide detailed responses on each aspect of the conceptual direction. A copy of the comment card can be found in Appendix A.

This report describes the structure of Public Meeting #2 and summarizes participants' responses to the material presented during the meeting. It is divided into the following sections:

- A. Principles
- B. Concept Plan and Development Matrix
- C. General Comments

All of the comments collected during the meeting will be used to inform the development of a Draft Comprehensive Plan for the Northside. The Plan will be finalized through a public adoption process.

#### A. Principles

#### Overview

Principles are "statements of intent" that describe in words how the physical environment – both natural and manmade – should be treated in the future. They address issues of where future growth should occur, as well as how it should occur. Twelve principles emerged out of the input gathered during the first public meeting:





#### **Presentation Outline**

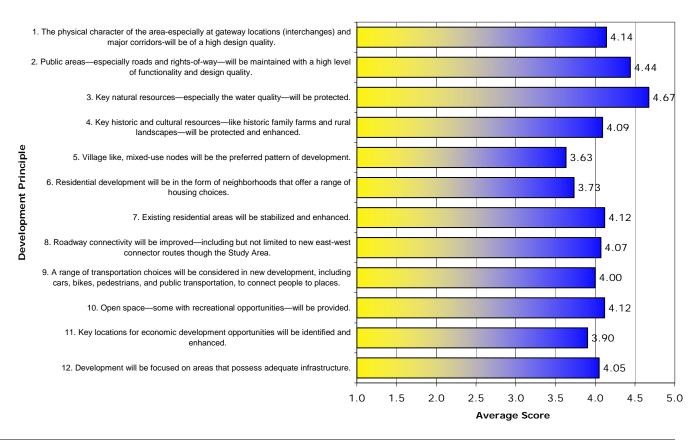
- 1. Welcome
- 2. What have we learned?
  - Public Meeting, November 30, 2006
  - Research, development trends, & projections
- 3. Conceptual Direction for the Northside
  - Principles
  - Draft Concept Map
  - Matrix
- 4. Next Steps
- 5. Q&A
- Take a closer look (displays and conversations)

- The physical character of the area—especially at gateway locations (interchanges) and major corridors—will be of a high design quality.
- 2. Public areas—especially roads and rights-of-way—will be maintained with a high level of functionality and design quality.
- 3. Key natural resources—especially the water quality—will be protected.
- 4. Key historic and cultural resources—like historic family farms and rural landscapes—will be protected and enhanced.
- 5. Village like, mixed-use nodes will be the preferred pattern of development.
- 6. Residential development will be in the form of neighborhoods that offer a range of housing choices.
- 7. Existing residential areas will be stabilized and enhanced.
- 8. Roadway connectivity will be improved—including but not limited to new east-west connector routes though the Study Area.
- 9. A range of transportation choice will be considered in new development, including cars, bikes, pedestrians, and public transportation, to connect people to places.
- 10. Open space—some with recreational opportunities—will be provided.
- 11. Key locations for economic development opportunities will be identified and enhanced.
- 12. Development will be focused on areas that possess adequate infrastructure.

#### **Rating the Principles**

Public Meeting #2 provided an opportunity to review and rate these emerging principles. Each principle was presented in turn, and participants were asked to indicate their level of support on their comment cards by rating each principle on a scale of 1 to 5 (1 = not important and 5 = very important.) Chart 1 depicts the results of the rating exercise.

#### CHART 1: AVERAGE SCORE BY DEVELOPMENT PRINCIPLE



Source: ACP - Visioning and Planning

As Chart 1 shows, all 12 principles received moderate to high support. Nine of the 12 principles rated 4.00 or higher, and none had an average of less than 3.63. This indicates strong support for the principle statements and the conceptual direction of the Northside Comprehensive Plan.

A more specific look at the results indicate the highest scoring principles were #3 (related to protecting natural resources), #2 (functionality and design quality of public areas), and #1 (design quality of gateways and major corridors). These principles are of greatest importance to the public and to the Northside area, and should clearly be incorporated into plans for future development. The lowest scoring principles were #5 (village like, mixed use nodes), #6 (neighborhoods with a range of housing choices), and #11 (locations for economic development opportunities). While these principles are generally important to the community, there may be some debate as to how they should be applied.

#### B. Concept Plan and Development Matrix

The Concept Plan illustrates the principles in the form of a map, and is comprised of nine concept types. The Development Matrix provides a detailed description of each concept type, highlighting the intent behind each concept, identifying development building blocks, and listing appropriate

land uses. Participants had the opportunity to provide detailed comments on the Concept Plan and Development Matrix. This section briefly summarizes each of the nine concept types and highlights some of the key themes that emerged from participant comments. For reference, the draft Concept Plan and Development Matrix can be found in Appendix B. A full record of participant comments can be found in Appendix C

#### **Contiguous Growth**

**Description:** This area is located in the south central portion of the study area, adjacent to the City boundary. The concept area is meant to focus development contiguous to City boundaries in order to capitalize on existing water and sanitary sewer facilities.

**Participant Comments:** Participants were generally supportive of this concept type. They would like to see growth managed better here than in the southside. Some participants expressed concerns related to low rent housing and trailers. Two individuals suggested that this area should be expanded one mile to the north to cover a larger area and encompass the homes being built on Highway 1.

#### **Nodal Growth**

**Description:** This concept type focuses development at three key nodes along major corridors in order to create a more cohesive community through mixed use village type development patterns.

**Participant Comments:** There was overall support for mixed use nodal development. Participants particularly approved of creating better access to shopping and services and liked the idea of village style development rather than strip malls. Some participants emphasized a preference for single family development at these nodes, rather than multifamily housing, cluster development, or condos.

#### **Highway Commerce**

**Description.** This concept type is located near I-20 and Columbia Highway. The intention is to focus employment-generating uses in prime locations in the planning area in order to capitalize on regional visibility and accessibility, and utilize existing water and sanitary sewer infrastructure.

**Participant Comments:** Participants expressed general support for economic development that encourages the growth of clean industries. They would like to see good design of industrial areas, mentioning issues of landscaping and cleanliness. Some concerns were express that current road system may not be able to accommodate new traffic associated with economic and residential growth.

#### **Enhancement Areas**

**Description:** These are existing neighborhoods that should be stabilized and enhanced by promoting maintenance and improvements of public and private property.

**Participant Comments:** There was strong support for this concept area. Participants mentioned issues related to community appearance and developing quality places. One comment specifically mentioned "no more trailers."

#### **Rural Areas**

**Description:** This concept type can be found in the western and eastern portions of the study area. They encourage efficient growth patterns and development at appropriate densities where sanitary sewer and water services are not available. The intention is to protect the rural character of portions of the planning area while allowing some growth that maintains a rural appearance.

**Participant Comments:** Participants expressed a general interest in maintaining rural character and retaining farms as open space. Themes related to rural development include cleaning up existing residential areas, limiting trailer parks, and developing more affordable housing.

#### **Approved Major Development**

**Description:** This concept type is located in the southwest portion of the study area at the site of the future Trolley Run Station. It recognizes that such areas will accommodate significant amounts of growth in the coming years, and that the community must plan for the impacts of this growth on the surrounding area.

**Participant Comments:** Participants expressed approval for this development concept, highlighting the importance of planning to keep future development in line with guidelines. One concern mentioned was the need to limit larger developments.

#### Gateway

**Description:** The gateway type can be found at the I-20 interchanges. They call for appropriate landscaping, signage, land use, and urban design that portrays a positive image at the main entrances to the community.

**Participant Comments:** There was overall agreement that gateways are key to creating a positive first impression about the Aiken community. Participants mentioned the need for landscaping, billboard removal, and general enhancement of interchanges and corridors.

#### Greenway

**Description:** This concept type can be found along Shaws Creek. The greenway is meant to protect natural resources, create an interconnected

system of green space, and maintain significant areas of forested and open land that will help preserve the area's identity.

**Participant Comments:** Participants support the concept of a greenway, recognizing the benefits related to natural resource protection, public health, and increasing opportunities for walking and hiking.

#### **Concept Roads**

**Description:** This concept type can be found along US 1 and State Route 19. The intention is to encourage appropriate urban design, land use, landscaping, and signage in order to portray a positive community image along these primary corridors.

**Participant Comments:** Participants emphasized the need to improve existing roads, specifically citing Route 1 and Highway 19. They want to plan for thoughtful infrastructure development and use road improvements to enhance community appearance. Traffic speed was mentioned as a concern.

#### C. General Comments

Participants were asked to respond to a number of general questions in order to gather information about their background, their overall impressions of Public Meeting #2, and their opinions on the current direction of the Northside Comprehensive Plan.

Approximately 68 percent of respondents live within the study area, while only about 22 percent work in the study area. Fifty-eight percent of respondents had attended the first public meeting in November 2006. Participants learned about Public Meeting #2 from a variety of sources, most frequently citing a newspaper (specifically the Aiken Standard or Augusta Chronicle) or a mailed reminder.

Most respondents found the meeting to be valuable and informative, although a few expressed skepticism that the plan would progress as outlined. In terms of meeting length, 88 percent of respondents indicated that the length was "about right."

Participant provided a diverse array of additional general comments. As mentioned above, a full account of participant comments can be found in Appendix C.

# Appendix A: Participant Comment Card



This appendix presents a copy of the comment card used by the participants during Public Meeting #2.



# Participant Comment Card

#### Introduction

Your comments are very important to us. Please use this comment card to provide your input on the progress of the Northside Comprehensive Plan. There are four sections to this card – A. Principles, B. Concept Plan, C. Development Matrix, and D. General Comments.

#### A. Principles

Principles are "statements of intent" that describe in words how the physical environment – both natural and manmade – should be treated in the future. Twelve draft principles for the Northside have emerged from public input thus far. Please indicate your level of support for each of the 12 principles listed below by rating them on a scale of 1 to 5 (1 = not important and 5 = very important). If you have comments related to a specific principle, please record them in the space provided.

No.	Principles	Level of Importance (Circle the appropriate score)
1	The physical character of the area—especially at gateway locations (interchanges) and major corridors—will be of a high design quality.  Comments – Principle 1	1 2 3 4 5 Not Important Very Important Important
2	Public areas—especially roads and rights-of-way—will be maintained with a high level of functionality and design quality.  Comments – Principle 2	1 2 3 4 5 Not Important Very Important Important
3	Key natural resources—especially the water quality—will be protected.  Comments – Principle 3	1 2 3 4 5 Not Important Very Important Important
4	Key historic and cultural resources—like historic family farms and rural landscapes—will be protected and enhanced.  Comments – Principle 4	1 2 3 4 5 Not Important Very Important Important

No.	Principles			mportanc		
5	Village like, mixed-use nodes will be the preferred pattern of development.	√ 1 Not Important	2	3 Important	4	5 Very Important
	Comments – Principle 5					
6	Residential development will be in the form of neighborhoods that offer a range of housing choices.	1 Not Important	2	3 Important	4	5 Very Important
	Comments – Principle 6					
7	Existing residential areas will be stabilized and enhanced.	√ 1 Not Important	2	3 Important	4	5 Very Important
	Comments – Principle 7					
8	Roadway connectivity will be improved—including but not limited to new east-west connector routes though the Study Area.	Not Important	2	3 Important	4	5 Very Important
	Comments – Principle 8					
9	A range of transportation choice will be considered in new development, including cars, bikes, pedestrians, and public transportation, to connect people to places.	1 Not Important	2	3 Important	4	5 Very Important
10	Comments – Principle 9  Open space—some with recreational	1	2	3	4	5
	opportunities—will be provided.	Not Important		Important		Very Important
	Comments – Principle 10					
11	Key locations for economic development opportunities will be identified and enhanced.	√ 1 Not Important	2	3 Important	4	5 Very Important
	Comments – Principle 11					
12	Development will be focused on areas that possess adequate infrastructure.	1 Not Important	2	3 Important	4	5 Very Important
	Comments – Principle 12	<u>.</u>				

#### B. Concept Plan

The Concept Plan attempts to illustrate the principles in the form of a map. Please use the space below to provide your comments about the different areas of the Concept Plan, as shown on the map. You may provide comments of support, comments of concern, or general comments for each area.

Concept Area	Comments
<b>Contiguous Growth</b>	Comments of Support
	Comments of Concern
	General Comments
Nodal Growth	Comments of Support
	Comments of Concern
	General Comments
Highway Commerce	Comments of Support
	Comments of Concern
	General Comments
Enhancement Areas	Comments of Support
	Comments of Concern
	General Comments

Concept Area	Comments
Rural Areas	Comments of Support
	Comments of Concern
	General Comments
Approved Major Development	Comments of Support
	Comments of Concern
	General Comments
Gateway	Comments of Support
	Comments of Concern
	General Comments
Greenway	Comments of Support
	Comments of Concern
	General Comments
Concept Roads	Comments of Support
	Comments of Concern
	General Comments

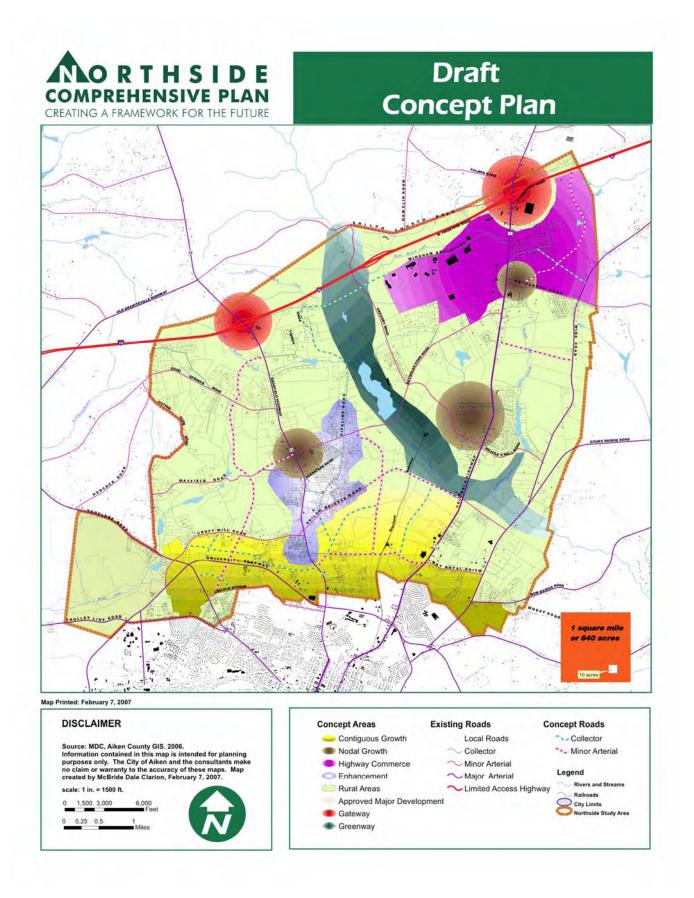
١

ac	The	evelopment Matrix be Development Matrix provides a more detailed description of each Concept Area, highlighting encept, identifying development building blocks, and listing appropriate land uses. Please use the your comments about the different Concept Areas, as described in the matrix.	
Э.	— Ge	eneral Comments	
	Ple	ase respond to the following questions.	
	1.	Do you live in the study area? [ ] Yes [ ] No If you don't live in the study area, where do you live?	
	2.	Do you work in the study area? [ ] Yes [ ] No	
	3.	Did you attend the previous public meeting that was held in November 2006? [ ] Yes	[ ] No
	4.	How did you hear about this meeting?	
	5.	How was tonight's meeting valuable to you?	
	6.	Was the meeting [ ] too long, [ ] too short, [ ] about right?	
	7.	What is your overall reaction to the direction of the Northside Comprehensive Plan?	
	8.	Additional Comments (Optional):	

# Appendix B: Draft Concept Plan and Development Matrix



This appendix presents copies of the Draft Concept Plan and Development Matrix, which were presented during Public Meeting #2. A PDF version of the Plan and Matrix can be downloaded from the project website, at <a href="https://www.aiken.net">www.aiken.net</a>.





# **Draft Concept Plan Area Descriptions Matrix**

Single Family Two Family Attached Single Family Multi-Family

IND

CIVIC Public Land & Facilities including Parks
COMM Commercial including Office Uses Industrial

	Exis	sting Inform	nation		1	Preferred Dev	elopm	ent De	scription					
		Land Area		Developable		Development Building			A	ppropriat	e Land Us	ses		
Base Concepts	Location	(% of Study Area)	Use Highlights	Land	Intent	Blocks	SF	TF	ASF	MF	CIVIC	(small scale)	(large scale)	rge IND
Contiguous Growth	South central portion of the study area adjacent to the existing city boundary.	4.6 Square Miles/ 2,600 acres (13%)	50% forested 23% Agriculture 11% Residential	2,253 асте	Focus development contiguous to the exiting boundaries of the City of Aiken, capitalize on existing water and sanitary sewer facilities.	Neighborhood Center, Neighborhood, Conservation Subdivision	✓	<b>Z</b>	☑	M		✓		
Nodal Growth	3 key intersections: Beaverdam Road & U.S. 1 Gregory Road & U.S. 1 Reynolds Pond Road & SR 19	1.37 Square Miles/876 acres (4%)	Varies	492 acres	Focus development and at key nodes along major corridors to create a more cohesive community through mixed-use" village" type development patterns.	Neighborhood Center, Neighborhood, Conservation Subdivision	V					V		
Highway Growth	Near 1-20 and Columbia Highway (US 1)—Includes the Airport	2.96 Square Miles/1,894 acres (8%)	29% Forested 24% Airport 11% Industrial	1,001 acre	Focus employment generating uses in prime locations in the planning area to capitalize on regional visibility and accessibility, utilize existing water and sanitary sewer infrastructure.	Town Center, Neighborhood Center, Neighborhood	<b>V</b>		<b>Z</b>		Ø	<b>Z</b>	<b>V</b>	V
Enhancement Areas	Existing neighborhoods near Edgefield Highway (SR 19), Between Williams Lane and Reynolds Pond Road.	1.34 Square Miles/ 857 acres (4%)	57% Residential 16% Forested 9% Agriculture 9% Vacant	223 acre	Stabilize and enhance existing neighborhoods in the study area; and promote maintenance and improvements of public and private property.	Neighborhood Center, Neighborhood	V							
Rural Areas	Throughout western and eastern portions of the study area.	17.94 Square Miles/ 11,481 acres (54%)	40% Forested 28% Agriculture 11% Residential 5% Vacant	8,495 acres	Encourage efficient growth patterns; develop at appropriate densities where sanitary sewer and water services are not available; and protect the rural character of portions of the planning area while allowing growth that maintains a rural appearance.	Rural, Conservation Subdivision	<b>Z</b>				V	<b>V</b>		
Greenways	Central portion of the study area along Shaws Creek	2.5 Square Miles/ 1,600 acres (7%)	56% Wetlands 20% Forested 16% Agriculture 3% Mines	626 acres	Protect unique and sensitive natural resources-especially water quality; create an interconnected system of green space; and maintain significant areas of forested and open land which are important to the identity of the planning area.		<b></b>				<b>V</b>			
Approved Major Developments	Southwest portion of the study area (site of future Trolley Run Station)	1,95 Square Miles/ 1,248 acres (5%)	78% Vacant 10% Wetlands 5% Forested 5% Residential	980 acres	Recognize approved development areas which will accommodate significant amounts of growth in the coming years and plan for the impacts of this growth on the surrounding area.	Neighborhood, Neighborhood Center					M	M		
Overlay Concepts														
Gateways	1-20 Interchanges at SR 19 and U.S. 1	0.6 Square Miles/ 384 acres (1.8%)	Varies	227 acres	Encourage appropriate landscaping, signinge, land use and urban design at key regional gateways to portray a specific image at the main entrances to the community.	Town Center, Neighborhood Center				<b>Z</b>	V	<b>Z</b>	V	
Corridors	The right-of-way for U.S. Route 1, and SR 19.	NA	NA	NA	Encourage appropriate urban design, land use, landscaping, and signage along the primary corridors to portray a specific image.	Corridor								





This appendix provides a full account of all participant comments collected during Public Meeting #2.

As shown in Appendix A, the Participant Comment Card was divided into four sections - A. Principles, B. Concept Plan, C. Development Matrix, and D. General Comments. This Appendix lists the written comments that were provided for each section of the card.

### A. Principles

In addition to rating, participants had an opportunity to provide specific comments about each principle. The table below lists all written comments received for each principle.

ID	Principle No.	Principle / Comment	Form No.
	1	The physical character of the area—especially at gateway locations (interchanges) and major corridors—will be of a high design quality.	
1	1	Hwy 1 lifted w/ grass and landscaped medians from Hampton to I-20.	2
2	1	This was not adhered to at other city entrances.	7
3	1	Plant flowers and trees	9
		Often the first impression of Aiken is what is seen when exiting I-20 onto	
		Highway 1 or Highway 19 and the drive to town. Much needs to be done to	
4	1	improve appearances.	12
5	1	Be able to handle traffic.	19
	1	Lanterns leading into Aiken - keeping Aiken quaint - landscape entrance / gateway	40
6	1	Dublic areas consciolly reads and rights of way, will be maintained with a	43
	2	Public areas—especially roads and rights-of-way—will be maintained with a high level of functionality and design quality.	
7	2	See #1 - Hwy 1 lifted w/ grass and landscaped medians from Hampton to I-20.	2
		As growth occurs important roadways can manage increase in traffic. (Please visit	
8	2	Lexington, SC to see how growth has been so poorly managed.)	12
9	2	Sidewalks and bikepaths should be required and be in the overall plan.	18
10	2	Should be better than other areas being maintained now.	19
11	2	Design to have a functional flow	43
	3	Key natural resources—especially the water quality—will be protected.	
12	3	Greenway looks great - put it into action	2
13	3	Protect all water sources and streams	9
- 10		Perhaps owners can get wetland credit incentives - tax incentives! Without any	
14	3	doubt - very important to quality of life!	43
	4	Key historic and cultural resources—like historic family farms and rural landscapes—will be protected and enhanced.	
1.5	4	Again, in the name of progress historic sites in Lexington, SC have been demolished, I.e., old Farmhouse/farmland torn down to build apartments - beauty	12
15	4	has been replaced by ugly!	12
16	4	There's too much land bought up and wasted.	32
17	4	Keeping larger parcels - space	43
	5	Village like, mixed-use nodes will be the preferred pattern of development.	
		Do not want mixed nodes only single family development, with club houses and	
18	5	meeting areas.	9
10	E	Is this similar to what has happened in parts of Charlotte, NC? Really nice	10
19	5	arrangement with mix of shopping/housing.	12
20	5	I like the idea of a village rather than a series of strip malls.	18
21	5	What distance between retail nodes?	22
22	5	Village patterns should include parks, greenspace, walkways, sidewalks	43
	6	Residential development will be in the form of neighborhoods that offer a range of housing choices.	
23	6	No cluster development	9
24	6	With restrictions to protect property values.	<u>9</u> 
۷4	U	All development should be protected w/ restrictions and covenants to protect	17
25	6	investments	43
	7	Existing residential areas will be stabilized and enhanced.	

ID	Principle	P: 11/6	E N
ID 26	No.	Principle / Comment	Form No.
26	7	Enhancement in area 4	2
27	7	Help clean up houses on Rt 1 - enforce clean up of garbage in yards!  Federal/State funding available to assist current families living in these areas to	9
28	7	stabilize/enhance their living arrangements.	12
29	7	At what cost	19
23	/	Roadway connectivity will be improved—including but not limited to new	1,9
	8	east-west connector routes though the Study Area.	
30	8	4-lane bypass all the way around	2
		Again, as growth occurs, more roads will be needed to manage the among of	
31	8	traffic that will be flowing the Northside area.	12
32	8	Hopefully it will be better that what happened on the south side.	19
		A range of transportation choice will be considered in new development,	
		including cars, bikes, pedestrians, and public transportation, to connect	
	9	people to places.	
33	9	Bike paths along major roadways w/ lifted sidewalks	2
34	9	Extremely important!	12
35	9	Sidewalks and bikepaths along the roadways or separate.	18
36	9	Good idea - follow up.	19
37	9	Bike paths and sidewalks very important.	26
20	0	That would help the older people and some who have a hard time getting to	22
38	9	different places.	32
39	9	Bike path along greenway. Deeded riding easement will promote equestrian type communities to go to the northside.	43
	10	Open space—some with recreational opportunities—will be provided.	13
40	10	Very important in all development	2
41	10	Fix dam at Reynolds Pond	9
	10	Extremely important! Green space is so very important! How we don't put a	
42	10	house/business on every available space in the Northside area.	12
43	10	Who will maintain this at whose cost	19
44	10	We need parks w/ walking tracks. Good idea on #7	23
45	10	Reynolds Pond - branching off of this and Shaws Creek is logical	43
		Key locations for economic development opportunities will be identified and	
	11	enhanced.	
46	11	We need more job opportunities in Aiken area.	9
	12	Development will be focused on areas that possess adequate infrastructure.	
		Improve where roadways and traffic already flows adequately. Don't create new	
47	12	problems.	2
48	12	Very important!	12
49	12	Need planning	19
-			

## B. Concept Plan

The following table lists all of the comments provided for each of the nine concept areas in the Concept Plan

ID	Concept Area	Nature of Comment	Comment	Form No.
	Approved Major			
1	Development	Concern	Limit large developments	9
•	Approved Major	C	N. 16	2.4
2	Development	Concern	Need frontage road	34
3	Approved Major Development	Support	We need development kept in line with guidelines	1
3	Approved Major	Support	we need development kept in thie with guidennes	1
4	Development	Support	Yes.	2
•	Approved Major	Бирроп	100.	
5	Development	Support	Keep Historical theme.	9
	Approved Major		Excellent idea. Needs more planning. Should start now. New	
6	Development	Support	development should require sidewalks, lighting, etc.	18
	Approved Major			
7	Development	Support	Bring in family type development	32
_		_	Present areas look like Aiken is a dump, instead of the beautiful	
8	Concept Roads	Concern	town it is.	9
0	G . D . I	C.	Use road design that prevents long stretch resulting in high	22
9	Concept Roads	Concern	speeds. Like to see sweeping curves.	22
10	Concept Roads	Concern	Road concepts seem out of date in area layout	28
11	Concept Roads	General	Make Rt. 1 and 19 beautiful	9
_12	Concept Roads	General	Fix up the bad ones first then make new ones	32
13	Concept Roads	General	Hedge Road and Highway 19: Water comes across 19. Please take a look at this.	46
14	Concept Roads	Support	Roads need to be put in first.	1
15	Concept Roads	Support	More road frontage for me!	2
			Think it's extremely important to have thoughtful development	
16	Concept Roads	Support	of infrastructure	26
_17_	Concept Roads	Support	No left turns on main thoroughfare	34
18	Contiguous Growth	Concern	Low rent housing	5
19	Contiguous Growth	Concern	No trailers	9
			Area 2 needs to be extended 1 mile to north because of the	
_20_	Contiguous Growth	General	residential homes being built On Hwy 1.	1
21	Contiguous Growth	General	Keep houses in good condition.	5
	a a .	G :	I don't see a problem with LG commercial growth in this area.	10
	Contiguous Growth	General	Should be planned.	18
22	Contiguous Crowst	Ganaral	Area 2 needs to be expanded 1 mile to north because of the	25
23	Contiguous Growth	General	residential homes being built on Hwy 1	25
24	Contiguous Growth	General	Let's keep the land clean and not cut so many trees, where we plant back if cut down.	32
25	Contiguous Growth	Support	Good for city to expand	2
26	Contiguous Growth	Support	Very good	5
27	Contiguous Growth	Support	Ok with this (illegible) area.	17
28	Contiguous Growth	Support	I think we need to grow but not as fast as the southside did.	32
29	Contiguous Growth	Support	We must manage with overlay district management  Industrial area needs to look good front, sides, and especially	34
30	Enhancement Areas	Concern	the back that joins residential area.	5
31	Enhancement Areas	Concern	No more trailers	9
91	Limancoment Areas	Concern	1 to more trancis	,

ID	Concept Area	Nature of Comment	Comment	Form No.
			It's good if we remember to put back what we take from the	
_32	Enhancement Areas	Concern	land (trees, water, etc.)	32
33	Enhancement Areas	Support	Make area like it has quality.	1
34	Enhancement Areas	Support	Get going on it.	2
35	Enhancement Areas	Support	Good idea. Needs detail	18
36	Enhancement Areas	Support	I'm for it	32
_37	Enhancement Areas	Support	Existing residential area	34
38	Gateway	Concern	I-20 and Hwy 19, with Kent's Corner (??). Here is a traffic problem due to lane crossings in close proximity. With traffic light this is not a problem on I-20 Hwy 1.	17
39	Gateway	Concern	Eliminate billboards to improve area.	18
40	Gateway	Support	Yes we need to enhance area.	1
41	Gateway	Support	Better looking commercial.	2
42	Gateway	Support	I support the improvement of the corridors both in appearance and traffic flow.	17
43	Gataway	Support	Like to see unique landscaping at each interchange. Maybe even fountains.	22
43	Gateway	Support		26
44	Gateway	Support	First impressions are important.  Gateways give either good or bad impression of our city, so	20
45	Gateway	Support	very important	30
46	Gateway	Support	I like that idea.	32
47	Gateway	Support	need special consideration	34
48	Greenway	Concern	Save our water - protect ponds and streams from pollution.	9
-10	Greenway	Concern	Fear that greenway areas will not be viewed as important when	
49	Greenway	Concern	opportunities for making money by selling land.	12
50	Greenway	General	Plant trees that form canopies along bike and walkway paths.	22
51	Greenway	General	Let's keep nature the way it is	32
52	Greenway	Support	Area 2 - 9 - 5	1
53	Greenway	Support	Ready to see it in action.	2
54	Greenway	Support	From a public health standpoint, we need the greenways.	12
55	Greenway	Support	Great. I do not believe we need another greenway but improved bike lane and walkways would help.	18
56	Greenway	Support	Believe water will continue to be a determining factor in growth. Needs to be protected and coupled with appropriate use of the land - walking/hiking trails etc.	26
57	Highway Commerce	Concern	Clean	5
58	Highway Commerce	Concern	As growth occurs via economic development and/or residence growth, the Northside will not be able to handle all the traffic dumping onto current road systems.	12
59	Highway Commerce	Concern	Should begin(?) Frontage Road	34
60	Highway Commerce	General	Kept clean.	1
61	Highway Commerce	General	Junk yard on 19	5
62	Highway Commerce	General	Don't like location. Bradley Mill node move 2 miles north.	25
63	Highway Commerce	General	There are some roads around here that need to be fixed and looked at real close.	32
64	Highway Commerce	Support	To keep highways in good condition	1
65	Highway Commerce	Support	More retail like Bilo center.	2
66	Highway Commerce	Support	Keep clean, plan better	5
67	Highway Commerce	Support	Encourage industrial growth in area of highway and industrial park. Put Sam's Club near I-20	9

ID	Concept Area	Nature of Comment	Comment	Form No.
			Encourage growth for good industry not coal burning type	
68	Highway Commerce	Support	industrial, ecological problems, etc.	18
			Incorporate lush landscaping with building close to highway	
69	Highway Commerce	Support	and parking in the rear of buildings.	22
70	Highway Commerce	Support	Like clustering businesses and commerce instead of having various entities competing.	26
71	Highway Commerce	Support	The state has good engineering.	28
72	Highway Commerce	Support	It's good to have good highway.	32
73	Nodal Growth	Concern	Pleasant businesses	5
74	Nodal Growth	Concern	Encourage only single family homes.	9
<u>75</u>	Nodal Growth	Concern	I strongly feel we need to look at enhancing the commercial growth - improving the run down shopping centers along Hwy 1 leading beyond the nodal areas shown on the map and leading into the town. And be careful as to what type of shopping centers are placed there to balance the diverse population existing in the Northside	43
76	Nodal Growth	General	Please keep strip malls and shopping by / and US 20 4 commercial. Do not want malls or fast food Bradley Mill and Summer Lakes	1
77	Nodal Growth	General	No cluster housing or low income areas	9
78	Nodal Growth	General	Keep strip malls off 2 and build shopping areas by Hwy 1 and US 20 a commercial area.	25
79	Nodal Growth	General	No multi-family or apartments or condos in Nodal areas. Single family only!	46
80	Nodal Growth	Support	Good concept.	2
81	Nodal Growth	Support	Very much	5
82	Nodal Growth	Support	Keep green space	9
83	Nodal Growth	Support	Great plan especially with village vs. strip mall growth.	18
84	Nodal Growth	Support	Strong support for retail models so travel is shorter from residential area.	22
85	Nodal Growth	Support	Like the idea of a destination that has easy access - perhaps without reliance on autos.	26
86	Nodal Growth	Support	The best way to go	34
87	Rural Areas	Concern	Limit trailer parks.	9
88	Rural Areas	General	Keep like it is. Make people keep place clean. Not let them have junk cars and things in and around house and yards.	1
89	Rural Areas	General	Build houses where a poor man could buy.	32
90	Rural Areas	Support	Keep what is rural as much as possible rural.	12
91	Rural Areas	Support	Great. Plan the infrastructure - they will come	18
92	Rural Areas	Support	Maintain some farms as open space	34

#### C. Development Matrix

The following table lists participants' comments on the Development Matrix.

ID	Comment	Form No.
	Please do not make this area look like Whiskey Rd. and have fast food and lower income homes.	
	Make people clean up yards and ground in front and back of houses. Our area is beautiful and we	
1	should keep it that way. From city limit on to I-20.	1
_ 2	The matrix provides a good picture of the intent of what will be devised.	7
	Would like to see a recreation area at Reynolds Pond and refilled and stocked w/ fish w/	
3	wetlands areas.	14
4	Good way to enhance the ideas presented.	18
	My only concern would be that the suggestions may be limiting - may need to think more	
_ 5	inclusively.	26
6	Expand- improve, yet keep it quaint.	43

#### D. General Comments

This section lists participants' general comments, including information about their background, their opinions about Public Meeting #2, the overall direction of the Northside Comprehensive Plan, and any other additional comments provided.

Question 1: Do you live in the study area?

	Number of	
	Respondents	Percent of Total
Yes	25	68%
No	12	32%
Total	37	100%

#### If you don't live in the study area, where do you live?

**Responses:** Downtown, Off New Bridge, Edge Ave New City, NW area, Own property in area. Live 4 miles north, Columbia Hwy, Near Edisto River, Hwy 19/Old Hwy 191, Washington Cir. Off Hampton Ave, City of Aiken, Near #1 Airport, Old Aiken, Near Edisto River, West Aiken, own property, Off New Bridge Rd, family.

Question 2: Do you work in the study area?

	Number of	
	Respondents	Percent of Total
Yes	8	22%
No	29	78%
Total	37	100%

Question 3: Did you attend the previous public meeting that was held in November 2006?

	Number of	
	Respondents	Percent of Total
Yes	22	58%
No	16	42%
Total	38	100%

#### Question 4: How did you hear about this meeting?

**Responses:** paper, mail, Friend, Neighbor, Paper, Newspaper - The Standard, Newspaper, Newspaper, Card sent to residence, Postcard reminder about tonight's (3/8/07) meeting, Newspaper, Notified by mail, From the last meeting and card in the mail, Aiken Std., Augusta Chronicle, Homeowners Assoc, In the Aiken papering watering bill, Received card in mail, Newspaper, Postcard from City, Received card – newspaper, paper, Augusta Chronicle, Card, Previous meeting, postcard, City of Aiken newsletter, Letter, Mail card, Newspaper, Post card, Newspaper, mail, mailing.

#### Question 5: How was tonight's meeting valuable to you?

- Learned a little. Hope we were told the truth.
- Yes.
- Something to look forward to.
- Highlighted the concern of previous meeting.
- To see what came out of the Nov 30th meeting principles.
- Explaining future development.
- Getting that way.
- Yes I attended to be updated on study and data.
- Well controlled presentation. Good job lots of background and good direct answers to questions.
- Good
- Gave me an ideal of what we discuss at first meeting. Overall pictures of the Northside.
- Explanation good.
- We missed last meeting and have concerns about the growth on the north side of Aiken.
- Leaves a lot of questions unanswered.
- Very good.
- It gathered my input.
- Learned I was not in target area.
- Yes.
- We have vested interest and would like to protect and enhance the Northside for the Aiken community as a
  whole.

Question 6: Was the meeting too long, too short, or about right?

	Number of	
	Respondents	Percent of Total
Too Long	2	8%
Too Short	1	4%
About Right	22	88%
Total	25	100%

#### Question 7: What is your overall reaction to the direction of the Northside Comprehensive Plan?

- I just hope this isn't like Florida. Talk to people about one thing then do something else.
- Ready to see some improvements.
- Do want it to come in my area.
- Uncertain
- Good
- Positive for myself, however many of the attendees did not understand the true purpose of the meeting.
- Moving forward in right direction.
- Leave it alone.
- Principles are headed in right direction.
- Looks good.
- Very good.
- I am ok with work to date.
- I'll be at the next meeting to see if the ideas are followed. Politics often change the course of good plans and ideas
- I think it good idea help Aiken to grow.
- Like the plan as a goal.
- I liked the look of the area map, especially the Green space.
- An intelligent, deliberate approach.
- I think a lot of time, thought, and energy went into all aspects of this plan. Well done.
- Will need some plan development but must change as conditions change.
- Looks like a thoughtful well designed conceptual plan. I personally like it I have lived in A area like this.
- I think we are going in the right step but we need to be careful about how it gets there.
- Good plan but w/o infrastructure it means nothing.
- The cut off points should be extended out past I-20.
- Fine if it does not include my area.
- How do you protect the greenway and incorporate the greenway from individually owned parcels.
- Strategy for handling future request for city water and sewer or for annexation (explain). The plan will not annex property into the city.

#### **Question 8: Additional Comments (Optional)**

- Want to stay rural. Its why I moved here.
- Dirt roads paved. Intersections being clean clear. Cannot see north and south at a lot of intersections.
- I'd really like to know why is the project such a hot topic for the city if they are non encompassing this area in city. Why is it city concern and not county?
- I hope the annexation will be put to a vote.
- I believe better notification would draw more interested residents.
- More input needed.
- Speakers need to speak more in layman's terms, not over people's heads. In other words where the public can understand better, a lot of talking in circles.
- No fire hydrants out past I-20
- Keep rural just that and not part of city.
- I would like to see the North side exist with horse friendly communities to create a better balance of population

- My prayer: a government by the people for the people, not a government for a few using God's people for their profit. Lord Jesus help us!
- I live on Hedge Rd 19 north. I've been trying to get Hedge Rd paved for 35 years and the junk yard on Hedge Rd. cleaned up. Also to get a better welcome to people coming off 19 I-20. A river of water comes down Hedge Rd. across 19 north need to be fixed.